

The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No. 8074

第二十一月一十年元就宣

MONDAY, JANUARY 3, 1910.

一拜禮

號三月正美港香

536 PPR ANNUM
SINGLES COPY, 10 CENTS

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS \$15,000,000
Total \$30,000,000

BOARD OF DIRECTORS:
Hon. Mr. W. J. Gossion—Chairman.
H. M. Tomkins, Esq.—Deputy Chairman.
G. Ball, Esq., J. W. Bannock, Esq.,
J. G. Barron, Esq., C. S. Gubbay, Esq.,
O. R. Lees, Esq., H. A. Sles, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH
MANAGER:
SINGAPORE—H. E. R. HUNTER

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 3 per Cent per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent per Annum.
For 6 months, 3 per Cent per Annum.
For 12 months, 4 per Cent per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 13th November, 1909. [10]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,000,000
RESERVE FUNDS £1,000,000
Total £2,000,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 3 per Cent per Annum on the daily balance.
On Fixed Deposits for 12 months, 4 per Cent.
W. M. DICKSON,
Manager.
Hongkong, 5th April, 1909. [11]

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS 15,000,000

Head Office:—YOKOHAMA

Branches and Agents:
TOKYO, OHSU, KOBÉ, OSAKA, NAGASAKI, LONDON, LYONS, NEW YORK, SAN FRANCISCO, HONOLULU, HONGKONG, SHANGHAI, HANKOW.

HONGKONG:—INTEREST ALLOWED.
On Current Account at the rate of 3 per Cent per Annum on the daily balance.
On Fixed Deposits:
For 3 months, 2 1/2 per Cent per Annum.
For 6 months, 3 per Cent per Annum.
For 12 months, 4 per Cent per Annum.
TAKKO TAKAMICHI,
Manager.
Hongkong, 11th September, 1909. [12]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tails 7,000,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Göttingen, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND COMPANIES:
Königliche Preussische Bank für Handel und Industrie, Berlin.
Deutsche Bank, Berlin.
S. Bleichroeder, Berlin.
Berliner Handels-Gesellschaft, Berlin.
Bank für Handel und Industrie, Berlin.
Robert Warshawsky & Co., Berlin.
M. A. von Rothschild & Soehne, Frankfurt a/M.
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Köln.
Bayerische Hypothek- und Wechselbank, München.

LONDON BANKERS:
Messrs. N. M. ROBINSON & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

INTEREST ALLOWED ON CURRENT ACCOUNT DEPOSITS received at any time which may be required for application, every description of business and banking transactions.

A. KORN,
Manager.
Hongkong, 10th December, 1909. [13]

Banks.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules & bye laws obtainable on application.

INTEREST ON DEPOSITS is allowed at 3 per Cent per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per Cent per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 13th January, 1907. [14]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$1,500,000
RESERVE FUND GOLD \$1,500,000
Total ABOUT MEX \$7,125,000

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.
BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every description of Banking and Exchange Business, including Money in Current Account at the rate of 3 per Cent per annum on daily balances and accepts Fixed Deposits at the following rates:
For 3 months, 2 1/2 per Cent per annum.
For 6 months, 3 per Cent per annum.
For 12 months, 4 per Cent per annum.

No. 9, Queen's Road Central, Hongkong.
W. M. ANDERSON,
Manager.
Hongkong, 8th April, 1908. [15]

CHINA MUTUAL LIFE INSURANCE CO., LTD., OF SHANGHAI.

DIRECTORS AND OFFICERS:
Alexander McLeod, Esq., Chairman.
C. Stephenson, Esq.,
Lee Yung Su, Esq.,
J. H. McMichael, Esq.,
O. R. Burkill, Esq.,
J. A. Wattie, Esq., Manager Director.
A. J. Hughes, Esq., Secretary.
S. B. Neill, F.I.A., Actuary.

LEFFERTS KNOX, Esq., Hongkong, District Manager.
B. W. TAYLOR, Esq., Cebu, Manager.
ALEXANDRA BUILDING, HONGKONG.

Hongkong, 1st December, 1909. [16]

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE
WEEK DAYS.
7.00 a.m. to 10.00 a.m. ... Every 10 minutes.
10.00 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT GARS
8.45 p.m. and 9 p.m. ... Every 15 minutes.
9.15 p.m. to 11.15 p.m. ... Every 15 minutes.

SUNDAYS
8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.00 a.m. to 12.00 noon ... Every 15 minutes.
12.00 noon to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 2.00 p.m. ... Every 15 minutes.
2.00 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 4.00 p.m. ... Every 15 minutes.
4.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 15 minutes.

NIGHT GARS on Week Days, SATURDAYS.
Extra cars at 1.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL GARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, DE VOS ROAD CENTRAL.

JOHN D. HUMPHREYS & SONS,
General Managers.
Hongkong, 10th April, 1909. [17]

Ships.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATE named—

FOR SHANGHAI STEAMERS TO SAIL ON REMARKS:
[DEVANHA About 7th Jan. } Freight and Passage.
Capt. H. Powell

FOR LONDON, &c., via usual Ports { DELHI Noon, 8th Jan. } See Special Advertisement.
Capt. G. W. Gordon, R.N.R.

FOR LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLE { SICILIA About 12th Jan. } Freight and Passage.
Capt. C. H. Watkins, R.N.R.

Further Particulars, apply to E. A. HEWETT, Supt. Agent.

P. & O. S. N. Co.'s Office, Hongkong, 31st December, 1909. [18]

Intimations.

CHEAPEST PAINT IN THE WORLD FOR ALL PURPOSES.

IN USE BY THE LARGEST STEAMSHIP COMPANIES, RAILWAY COMPANIES AND GAS COMPANIES.

THOMPSON'S "EMISSARY" ELASTIC NON-POISONOUS PAINTS

FOR THE PRESERVATION OF STONE, BRICK, WOOD AND METAL STRUCTURES.

One Cwt. Emissary Powder mixed with 12 Gallons Boiled Linseed Oil will cover 17,000 superficial feet, while one cwt. of red or white lead will make paint to cover 3,000 superficial feet.

LANE, CRAWFORD & CO. [19]

WHISKIES SCOTCH.



Fine Old Glenlivet.
'Very Old Highland' Blend.
Robert Macdonald.
'Monarch of the Glen',
Rare Old Blend.
'Wayfoong' Blend.
Extra Special Finest Liqueur.
'Polo' (bottled at Home).
O. D. S. (very choice).
V. O. S. (old blended).
Farrington's Great Age (very fine).

CALDBECK, MACGREGOR & CO.
Wine & Spirit Merchants.
Hongkong, 1st December, 1909. [20]

Hotels.

BEST BRANDS OF LIQUORS.
MEALS A LA CARTE AT ALL HOURS.
DINING ROOMS CAN BE RESERVED.
BOARD AND RESIDENCE AT MODERATE RATES.
BELLE VIEW HOTEL
Telephone No. 907.
TEA AND REFRESHMENTS served on the Lawn or Verandah.
WM. WINCH, Manager.

HOTEL CRAIGIEBURN.
PLUNKET'S GAP, THE PEAK, near the TAAW THREINUS Tel. 56
For Terms, &c., apply to the MANAGER.
Telephone and 17th, 1909.

Shipping—Steamers

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON: MONDAY, 3rd January. 8.00 A.M. HONAN, 10.00 P.M. FATSHAN. CANTON TO HONGKONG: THURSDAY, 6th January. 8.00 A.M. HONAN, 10.00 P.M. FATSHAN. HONGKONG TO CANTON: TUESDAY, 4th January. 8.00 A.M. KINSHAN, 10.00 P.M. HONAN. CANTON TO HONGKONG: FRIDAY, 7th January. 8.00 A.M. KINSHAN, 10.00 P.M. HONAN. HONGKONG TO CANTON: WEDNESDAY, 5th January. 8.00 A.M. KINSHAN, 10.00 P.M. HONAN. CANTON TO HONGKONG: SATURDAY, 8th January. 8.00 A.M. KINSHAN, 10.00 P.M. HONAN.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.
S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 1 P.M. from the Company's Wing Lok Street Wharf.
Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

EXCURSION TO MACAO.

On SUNDAY, the 9th JANUARY, 1910.
The Company's Steamship "SUI-AN," will depart from the COMPANY'S WING LOK WHARF at 9 A.M.
Departure from Macao at 3 P.M.
Excursion Rates as usual.
N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the returning steamer from Macao.
Further Particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI SANG" 457 Tons.
Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday at 5 P.M.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 569 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Company's direct steamers "Linton" and "Sanni." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., HOTEL MANSIONS, (FIRST FLOOR), opposite the Blake Place. [21]

Hotels.

HONGKONG HOTEL

FIRST CLASS AND UP-TO-DATE.
String Band play during Tiffin and Dinner.
A. F. DAVIES, Manager.
Hongkong, 5th February, 1909. [22]

ASTOR HOUSE (LATE CONNAUGHT HOTEL).

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of L. GAMEAU, Proprietor. N. BLUMENTHAL, Manager.
Telephone 197. "Telegrams" "Astor."

REMINGTON TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.

SOLE AGENTS.
Hongkong, 10th August, 1909. [23]

Intimation.

Powell's
NEW
FABRICS

IN
ENDLESS
VARIETY
FOR
WINTER
CURTAINS

PORTIERES.

WINDOW
DRAPERIES.

MANTEL
DRAPERIES.

CASEMENT
BLINDS.

CUSHIONS
AND
RE-COVERING
FURNITURE.

SHOW ROOMS
FIRST FLOOR
ALEXANDRA

BUILDINGS.

POWELL'S

Hongkong, 24th December, 1909.

Notice of Firm.

CHARGEURS REUNIS.

BY Mutual Agreement between the Compagnie des Messageries Maritimes and the HONGKONG AGENCY OF THE CHARGEURS REUNIS will, from the 1st January, 1910, be transferred to Messrs. P. A. LAPICQUE & CO. (Queen's Building No. 4).

CHARGEURS REUNIS.

P. A. LAPICQUE & Co., Agents.

MESSAGERIES MARITIMES.

P. THOMAS, Agent.

Hongkong, 29th December, 1909. (876)

Public Company

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the above named Company will be held at the Offices of Messrs. SHEWAN, TOMES & CO., Victoria, Hongkong, on SATURDAY, the 15th day of January, 1910, at 11 o'clock in the forenoon, for the purpose of considering and if thought fit confirming as a special resolution the subjoined resolution which was passed by the requisite majority at the Extraordinary General Meeting of the Company held on the 30th day of December, 1909.

That the Articles of Association of the Company be altered

By inserting therein immediately after paragraph 4 of Clause VIII. a new paragraph as follows:

5. Whenever the Capital of the Company is divided into several Classes of Shares all or any of the rights and privileges attached to any Class may be modified altered sub-divided re-arranged or dealt with by Special Resolution of the Company passed pursuant to an Agreement in writing made between the members of the Class and some member of the Class purporting to contract on behalf of the members of the Class provided such agreement shall be confirmed by Extraordinary Resolution passed at a separate Meeting of the Class or by writing under the hand of the holders of at least two-thirds of the Shares of the Class and it shall be no objection to any such Agreement that it provides for a reduction of Capital otherwise than in accordance with the legal rights of the holders of shares of the Class or for the payment of a dividend or bonus otherwise than in accordance with the rights of the holders of the shares of the Class or for the allotment of shares credited as fully or partly paid up in satisfaction or part satisfaction of such dividend or bonus and for the purposes of this Clause a Resolution shall be an Extraordinary Resolution when it has been passed by a majority of not less than two-thirds of such members of the Class entitled to vote as are present in person or by proxy at a separate General Meeting of the Class of which Notice specifying the intention to propose the Resolution as an Extraordinary Resolution has been duly given and so that the quorum of any such Meeting shall be three members at least of the Class and so that the Meeting shall be called in accordance with the provisions hereof.

2. By inserting immediately after paragraph 7 of Clause XVI. a new paragraph as follows:

8. Any General Meeting declaring a Dividend may direct payment of such Dividend wholly or in part by the distribution of specific assets and in particular of paid up shares Debentures or Debiture stock of the Company or of any other Company or in any one or more of such ways and the General Managers shall give effect to such direction and where any difficulty arises in regard to the distribution they may settle the same as they think expedient and in particular may issue fractional Certificates and may fix the value for distribution of such specific assets or any part thereof and may determine that cash payments shall be made to any members upon the footing of the value so fixed in order to adjust the rights of all parties and may vest any such specific assets in Trustees upon such trusts for the persons entitled to the Dividend as may seem expedient to the General Managers. Where requisite a proper contract shall be filed in accordance with Section 7 of the Companies' Act, 1900, and the General Managers may appoint any person to sign such contract on behalf of the persons entitled to the Dividend and such appointment shall be effective.

Dated the 31st day of December, 1909.

By Order, SHEWAN, TOMES & Co., General Managers.

(877)

OSMAN & GASUM,

1 & 3, D'AGUILAR STREET.

JUST UNPAKED

Ladies' Trimmed and Untrimmed

HATS, RIBBONS, FLOWERS

& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully

prompted

Hongkong, 4th September, 1909.

FAR EAST TRADE RACE.

FEW BRITISH SHIPS SEEN.

To any one who is interested in the maritime ambitions of nations the battle for supremacy in the trade (passenger and cargo) from Europe to the Far East is well worth watching. One must not hope, however, to find things too rosy as regards Great Britain. Germany and Japan seem to be the most determined runners in the race.

Many of us will still remember the declaration of policy by the chief shipping firm in Japan some years ago. The results of that policy are now apparent in the six fine new 9,000-ton liners of the Nippon Yusen Kaisha trading between Japan and London. The North German Lloyd Company, too, keeps some of its big, fast and most modern vessels on the Far Eastern service, but the chief British company, the P. and O., only occasionally sends one of its crack liners direct to China and Japan.

The Eastern passenger traffic is very considerable in these days, and there is no doubt that, by sending the best ship East, the Norddeutscher Lloyd Company is getting a bigger share than is comforting to the Britisher. In fact, the N.D.L. steamers, with their direct service, are looked upon as the passenger liners. The Japanese score by reason of their cheaper fares.

The English companies are probably holding their own as regards cargoes, but John, Chinaman (and he counts in these matters) is as yet very likely to be impressed by noise and show, and he very probably thinks that the nation which can fly its flag on the biggest ships is the commanding nation. He is seeing a lot of the German flag just now in Hongkong and Shanghai, to say nothing of the coast ports. He is also seeing a good deal of the Japanese flag.

Perhaps he is shrewd enough—we hope so, at any rate—to know that what he sees of the British flag is paid for, so to speak, without borrowing. The British shipping companies have their own reasons for not sending out their smartest ships on a trade-capturing exhibition to the East. They cannot afford to compete with foreigners who are bankrolled from adversity by a far-seeing Government ever ready with a substantial subsidy.

COMMANDANT IN A DRESS SUIT.

The news that the Europeans in Canton, in view of the friction between China and the Portuguese colony of Macao, have decided to form a volunteer corps (presumably to protect their own interests, it is necessary) reminds us that China is very much the same as of old in the opinion of people on the spot.

What China, in these days, of self-assertion, will think of this veiled denial of her ability to protect foreigners in her own country is another matter. Canton, of course, only following the example of Shanghai, which has possessed for years a fine, efficient foreign volunteer corps which has done good work. Various nationalities have their respective "companies," and recently even a Chinese company was inaugurated.

Another small, but efficient, corps of volunteers in the Far East is that at Hongkong, although they are somewhat overshadowed by the garrison soldiers of that British Crown colony. There are under 300 members. They saw "active" service once, in 1893, during some trouble with the Chinese at Kowloon City, when that portion of the mainland including the city was passing into British control.

The "call to arms" happened one night, when many men were dining out, and the Commandant, realising that there must be no delay, himself took the field in a dress suit! Perhaps this fact helped to scare the rebels, for they were easily routed without any casualties.—*Pail Mall Gazette.*

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions from The Honourable The Director of Public Works, to sell by PUBLIC AUCTION,

on

THURSDAY, the 6th January, 1910, at 11 A.M., at The Public Works Department Stores, Waichai, Prince's East,

SUNDRY OLD AND CONDEMNED STORES, Comprising:—

OLD IRON WIRE, IRON GRATINGS, A Quantity of S. W. PIPING, ONE STAMP MACHINE, OLD IRON, STEEL RAILS, BRASS STOP COCKS, OLD WHITE METAL, &c., &c.

TERMS:—As usual.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 28th December, 1909. (875)

PABST EXTRACT.

THE best TONIC for keeping in perfect health in the Tropics.

It is a liquid food in digested form, containing all the bracing, soothing and tonic effects of the choicest hops. Nearly Non-alcoholic.

Highly recommended by the local medical profession in cases of Debility after Malaria, from overwork or other causes, Anemia, Nervousness or Dyspepsia. Samples on application.

ALSO JUST RECEIVED—

PABST (American) BEER, in barrels of 120 bottles. In view of the arrival of the American fleet in a few days, please order early, as our stock is limited.

SIEMSEN & CO., Agents.

Hongkong, 13th December, 1909. (874)

Intimations.

THE BRIGHT SIDE

of life. It is a feeling common to the majority of us that we do not get quite the amount of happiness we are entitled to. Among the countless things which tend to make us more or less miserable ill health takes first place. Hannah More said that sin was generally to be attributed to biliousness. No doubt a crippled liver with the resulting impure blood, is the cause of more mental gloom than any other single thing. And who can reckon up the fearful aggregate of pain, loss and fear arising from the many ailments and diseases which are familiar to mankind; like a vast cloud it hangs over a multitude no one can number. You can see these people everywhere. For their life can scarcely be said to have any "bright side" at all. Hence the eagerness with which they search for relief and cure. Remedies like

WAMPOLE'S PREPARATION have not attained their high position in the confidence of the people by bald assertions and boasting advertisements. They are obliged to win it by doing actually what is claimed for them. That this remedy deserves its reputation is conceded. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Nothing has such a record of success in Scrofula, Anemia, Throat and Lung Troubles, and emaciating complaints and disorders, that tend to undermine the foundations of strength and vigour. Its use helps to show life's brighter side. Dr. H. L. Reddy, B. A., M. D., L. R. C. S., Edinburgh—L. R. C. P., London—Physician Woman's Hospital—Professor University of Bishop's College, Canada, says: "I have much pleasure in stating that I have used it in cases of debility and have found it to be a very valuable remedy as well as pleasing to take." You can take it with the assurance of getting well. It never disappoints. Sold by all chemists.

JUST LANDED:

The well-known and famous brandy

"Bisquit Dubouche & Co."

Per Bot. XXX Very Old Fine\$2.50

V.O.C.B. Guaranteed 20 Years Old 5.50

ALSO QUINQUINA? QUINQUINA? DUBONNET?

FRENCH STORE,

Sole Agent.

Hongkong, 30th April, 1900. (87)

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 50 lbs. net \$3.45 per Bag ex Factory.

SHEWAN TOMES & CO., General Managers.

Hongkong, 17th August, 1908. (8)

BRITISH MUNICIPAL COUNCILS, TIENTSIN.

APPLICATIONS are invited for the position of ENGINEER to the British Municipal Councils, Tientsin.

Applicants should state their age, whether married or single, and should give full details of their previous experience, especially of their experience in China.

Canvassing will constitute a disqualification. The salary will be Tientsin Taels 400 per month, with medical attendance.

The selected candidate must pass a medical examination.

Only copies of testimonials need be sent.

Applications to be endorsed "Appointment of Engineer" and to be addressed to The Chairman, British Municipal Councils, Tientsin; they should reach Tientsin not later than January 15th, 1910.

By Order of the Councils,

W. McLEISH, Secretary.

Tientsin, 8th December, 1909. (861)

BENGER'S Food

is quite distinct from any other. It possesses the remarkable property of rendering milk, with which it is mixed when used, quite easy of digestion by children, invalids and convalescents.

Benger's Food is sold in China by Chemists, etc., everywhere.

HONGKONG AVERAGE MARKET PRICES.

Corrected 30th December, 1909, etc. per 5 Mds.

BUTCHER MEAT.

Cents.

Beef, shorn & prime cut—Moi Lung Pa .. 20

" Corned—Ham Ngau Yuk .. 20

" Roast—Shu .. 20

" Breast—Ngau Lam .. 18

" Soup, Tong Yuk .. 15

" Steak—Ngau Yuk Pa .. 20

" Sirloin—Ngau Lau .. 20

" Sausages—Ngau Yink Chuan .. 10

Bullock's Brains—Know .. per set 20

" Tongue fresh—Ngau Li .. each 50

" Corned—Ham Ngau Li .. 60

" Head—Ngau Tan .. 80

" Heart—Ngau Sum .. per 2 12

" Hump, Salt—Ngau Kin .. 18

" Feet—Ngau Keok .. each 8

" Kidneys—Ngau Yik .. 10

" Tail—Ngau Mel .. 18

" Liver—Ngau Con .. 13

" Tripe (undressed)—Ngau To .. 6

Calves' Head and Feet—Ngau-chal-tan-keok .. set 1.00

Mutton Chop—Yeung Fai Kwai .. 22

" Leg—Yeung Fai .. 22

" Shoulder—Yeung Shau .. 22

Pigs' Chittlings—Ohl cheong .. 22

" Brains—Ohl Know .. per set 12

" Feet—Ohl Keok .. 25

" Fry—Ohl Chak .. 25

" Head—Ohl Tui .. 18

" Heart—Ohl Sum .. each 9

" Kidneys—Ohl Yik .. pair 8

" Liver—Ohl Koa .. 30

Pork Chop—Ohl Fai Kwai .. 21

" Corned—Ham Ohl Yuk .. 21

" Leg—Ohl Fai .. 24

" Fat or Lard—Chu Yan .. 18

Sheep's Head and Feet—Yeung Tau .. 50

" Keok .. each 50

" Heart—Yeung Sum .. each 9

" Kidneys—Yeung Yik .. 9

" Liver—Yeung Gon .. 24

Sucking Pigs, To Order—Ohl Chai .. 22

Suet Beef—Sang Ngau Yan .. 20

" Mutton—Sang Yeung Yau .. 22

Veal—Ngau Ohl Yuk .. 20

" Sausages—Ngau Ohl Yik Tong .. 20

POULTRY.

Chickens—Kai Ohl .. 28

Capons, Large, Small—Sin Kai .. 28

Ducks—Ap .. 20

Doves—Pan Kau .. each 6

Eggs, Hen—Kai Tai .. per doz 36

Fowls, Canton—Kai .. 30

" Hainan—Hoi Nam Kai .. 24

Geese—Ngo .. 20

Goose, Wild Shanghai—Shuang Hoi Ye .. 1.10

" Ngo .. pair 3.50

Musk Deer—Wong Keng .. each 65

Hare—To Chai .. 55

Partridge—Ohe Khoo .. 55

Pheasant—Shan Kai .. pair 1.70

Pigeons, Canton—Pak Kup .. each 26

" Holow—Holow Pak Kup .. 26

Quail—Um Chuan .. 12

Rice Birds—Wo Fa Chien .. dozen 40

Salpe—Sa Chui .. each 35

" Hen—Na .. 60

Turkeys, Cock—Fo Kai Kang .. per 2 1.40

Wild Ducks, Shanghai, Sol-ap .. pair 1.40

Teal, Shanghai, Sol Ap Chai .. 1.40

Wild Ducks Canton—Sang Shing Sol Ap .. per pair 90

FISH.

Barbel—Ka Yu .. 12

Bream—Bin Yu .. 16

Canton Fresh Water Fish—Hoi Bin Yu .. 16

Carp—Li Yu .. 18

Crab—Ohl Yu .. 11

Crabs—Mun Yu .. 11

Grabs—Hoi .. 22

Gonle Fish—Mok Yu .. 16

Dab—Sa Mang Yu .. 12

Dace—Wong Mei Lun .. 12

Dog Fish—Tui To Sa .. 18

Kela, Congor—Hal Man Yu .. 16

" Fresh water—Tam Sul Yu .. 14

" Yellow—Wong Sin .. 24

Frogs—Tien Kai .. 32

Garonpa—Sak Pan .. 52

Gudgeon—Pak Kup Yu .. 12

Herring—Tao Pak .. 20

Hallbut—Cheung Kwan Yu .. 20

Labrus—Wong Fa Yu .. 26

Loach—Wo Yu .. 26

Lobster—Lung Ha .. 40

Mackerel—Ohl Yu .. 22

Monk Fish—Mon Yu .. 22

Mullet—Ohl Yu .. 22

Oysters—Sang Hoo .. 22

Parrotfish—Kai Kung Yu .. 27

Perch—Tan Loo .. 10

Pike—Fa Pau Fong .. 9

Plaice—Pan Yu .. 18

Pomfret, Black—Hak Chong .. 24

Pomfret, White—Pak Chong .. 26

Pring—Ming Ha .. 50

Ray—Pai Pa Sa .. 8

Rock Fish—Sak Kau Kung .. 16

Salmon, (Quail), fresh water—Ma Tan .. 2

Shark—Sa Yu .. 9

Sharks—Po Yu .. 10

Shrimps—Ha .. 22

Snapper—Lap Yu .. 22

Announcement.



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HONGKONG and KOWLOON.

Hongkong, 25th July, 1909.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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BIRTH.

On December 26, 1909, at Shanghai, to Mr. and Mrs. T. Wroe, a son.

MARRIAGES.

On Christmas-day, 1909, at Shanghai, Walter Henry, elder son of Arthur W. Garwood, Esq., of Norwich, to Gertrude Alice, younger daughter of Elijah Thomas Bailey, Esq., of Norwich, England.

DEATH.

On December 25, 1909, at Shanghai, Lucy Portoni, aged 8 years (daughter of Mr. and Mrs. F. R. Portoni, J. M. Customs), of scarlet fever.

The Hongkong Telegraph

HONGKONG, MONDAY, JANUARY 3, 1910.

THE P. AND O. COMPANY.

Once again the steady and respectable P. and O. Steam Navigation Company has held an annual meeting with Sir Thomas Sutherland in the chair. Of course we read the old story of valiant endeavour and hard times, but the shareholders have little to complain about in receiving a nine per cent. dividend. No doubt they would have preferred more,

but in face of the strenuous competition which exists in the shipping world it can only be said that the P. and O. Company have done very well indeed. Twelve months ago, as the chairman said, there was a glut of tonnage in every part of the world, especially in the great ports in the Far East, and they themselves had almost a small fleet of ships laid up in London. They, therefore, brought forward an exceptional balance in their account, in case it might be required in order to meet some emergency. He was glad to say they had not required that balance; on the contrary, after charging their accounts with the full amount of depreciation due—£375,917—they were able to pay the dividend and bonus to which the proprietors had been accustomed for a considerable number of years and to carry forward a larger sum than they did in the previous year—namely, £65,488. In the circumstances they might, he thought, congratulate themselves on the results of the year's working; it was largely due to the varied character of the company's business, which was never bad on all points, and to the safe navigation of their fleet. They had sold during the past year five of their older steamships. These cost originally £650,000 odd, and they realised £450,000. That demonstrated the necessity of a liberal appropriation for the purpose of depreciating the value of ships from the first moment they came into existence in their service, and it also showed the over-taxation to which shipowners were made liable in the present day. It can be imagined that when Sir Thomas Sutherland reached this stage the shareholders pricked up their ears to hear something about that terrible Budget, which is supposed to be the cause of the fall in Consols, the snowstorms, the earthquakes, and the crisis in Morocco, to say nothing of the opium habit, the cost of spirituous liquors in Hongkong, and the establishment of a non-sectarian university, and the speaker obliged the unfortunate nine per cent. dividend-earners to this extent: Taxation, he said, of which they had all been hearing a great deal, was a highly progressive science in the present day, and all owners of property must be thankful, not for being taxed, but for having any property left. And the ribald rascals laughed. The company's present fleet had cost them £9,250,000. In the balance-sheet was added the value of four very costly vessels, the sum being £1,250,000 and that had the effect of raising the book cost of the entire fleet to the extent of about 35s. per ton. But if they allowed for their cash reserves against that, they would find that the ships, including the new vessels, stood at £64s. 3d. per ton. That was certainly a very moderate figure for modern and costly ships, which originally cost £23 12s. 6d. per ton. The company had extended their services in various directions. They had made an experimental extension on certain voyages of their ships from Australia to New Zealand which, he hoped, would be a highly popular movement in the Dominion of New Zealand. Then there was a decided improvement in their service to Japan by linking up a fast fortnightly line between Shanghai and Yokohama, which he believed would be the means of bringing more "grist to their mill." They had also added many other ports to their itinerary. The extension to these new places had reference to new trades which were being opened up in China, Japan, and the Straits Settlements. In making the extensions which they had done the directors of that company realized that in these times of change they could not stand still, but must work in harmony with the progressive character of the present day. In the revenue account the most conspicuous feature was that under the heading of freight and miscellaneous earnings, amounting to £1,518,818, which only differed by the trifling sum of £1,563 from that of last year. The prospects in the freight market were better now than they had been for the last three years. At the present moment the company had no ships laid up, and if they should be so fortunate as not to have the East inundated with superfluous tonnage, they certainly might hope for an advance of revenue in this important part of their business this year. Their passenger returns showed better than freight returns in some respects. They amounted last year to £1,236,483, showing an improvement over the previous year of £63,000. There had been considerable disappointments in the Indian trade, owing to the fact that the tourist business, which was until the American crisis a very important factor of their work, had never resumed its activity. What the cause might be it was impossible to say. It might be that the feeling of unrest in India had something to do with it, but he had no doubt that eventually they would recover that part of their business, for, after all, there was no country so interesting and so well worth visiting as India. Referring to the Siberian Railway route, he said it was shorter, especially for North China, and it was necessarily quicker than the sea route. There was a great development going on in the Far East. In China, Korea, Japan, Formosa, and the Straits Settlements there was a growing movement in trade, and they could only hope that sufficient traffic would by-and-by

grow up to benefit not only the land line, but also the sea conveyance, which was certainly by far the more luxurious and the more comfortable of the two. It was not everyone who could endure the ennui of a fortnight to three weeks in a railway carriage. Discussing the mail service subsidy, it would be seen, he said, that they had come down to bedrock. They were being paid £350,000 a year, against £340,000 under their late contract. While the subsidy in old times was fully 25 per cent of their gross earnings, it was now less than 10 per cent, and the result was that they had not only come to bedrock, so far as this particular contract went, but he questioned very much whether the public would ever receive again the same service as the company were performing now on as-cheap terms as they were now acting. The conditions of their contract were far more severe than those which applied to the foreign services with which they were in competition. A Japanese company had just placed eleven steamships in the trade between Japan and England and the Continent of Europe. They were not mail steamships, although they were excellent vessels, but they were given a subsidy of £375,000 a year, or £20,000 more than the British Government paid to the P. and O. Company for their service to India, to China, and to Australia. Shipowners were instinctively freetraders, they revelled in free imports, but when they came to see the protection extended by foreign countries to their shipping it gave them to "think furiously" and to wonder what the future would be. Referring to the expenditure, he said that in the last four years their coal account had risen by £100,000. When the shilling export duty on coal was taken off the price bounded up suddenly to an enormous figure, and he saw no prospect of lower prices this year than they had last year. They all saw what was taking place in Australia. They had received that morning alarming telegrams as to the stoppage of work in Sydney and Melbourne, and if trade improved and their freights advanced it would cost them more than at present to lay down their coal at foreign ports. The present report might not be a brilliant one, but, taking into consideration the conditions under which they had been working, the fact that after charging the full depreciation, they made a return of 9 per cent upon their capital and carried forward a substantial balance was highly satisfactory. On the whole the P. and O. has done remarkably well during the past year, but why was there no mention of Chinese porkers?

LOCAL AND GENERAL.

A CHINESE was this morning fined \$120 for having a quantity of opium in his possession.

FOR stealing a quantity of brass from the R. E. Barracks, a Chinaman was this morning fined \$15.

PRINCE Ching and his son have contributed \$10,000 to the fund for paying off the National Debt.

FOUR out of the eight Koreans suspected of complicity in the assassination of Prince Ito have been acquitted.

THE China griffins have made their first appearance on the Bangkok race course. They have settled down and work well.

THE Japanese Diet was formally opened on the 24th ult. by the Emperor. Both houses of the Diet have gone into recess until January 20.

THE King's exequatur empowering Mr. José Mariano Macedo to act as Consul of Peru at Hongkong has received His Majesty's signature.

ALL the front position of the Club Hotel on the Halolo at Yokohama, has been destroyed by fire. The premises were covered by insurance.

ON account of damage to the buildings, the fog syren on Cape Gamova, Peter the Great Bay, is temporarily discontinued. The fog bell will be sounded while the repairs to the syren are being effected.

THE *Saint Paul* of the 18th says: We regret to learn that the death of Madame Chauvire of the French Church, Superioress of the Orphanage of St. Paul de Chartres, took place here on Thursday afternoon. The deceased was in her 63rd year.

VICEROY Hsi Liang has informed the Ministry of Agriculture, Industry and Commerce of the formation of the Mukden Electric Light Co., with a capital of \$1,200,000, of which half is Government funds while the other half has been subscribed by merchants.

THE British steamer *St. Rilda* has been awarded 260,581 roubles (\$26,938) by the Russian Prize Court as compensation for her detention, but the claims for the part of the cargo which the Supreme Court found was not contraband of war have not yet been settled.

THE Tramway Company were the victims of no less than two accidents within the space of the last few days. The first accident occurred opposite the Café Wismann, when one of the Company's cars got derailed. An engineer had to be sent for and it was a full half-hour before the car was set right. The scene of the second accident was near the Bowring Canal just on top of the bridge and was caused by a collision between one of the cars and a passing truck. The truckman had a narrow escape.

Mr. Fred J. Halton, who has assumed charge of the Hongkong agency of the Pacific Mail S. S. Co., assisted by Mrs. Halton, gave a very enjoyable dinner and evening to the office staff of the Company on the 1st inst., and all present wished him every success on his assuming charge.

THE *Times of India* Illustrated Weekly edition prints a capital photograph of the viceregal group on the occasion of H. E. Chang Jen-chon's visit to Mr. H. N. Mody at "Marble Hall." Mr. Mody is described by our Indian contemporary as "the father of the Hongkong University scheme."

NEWS has reached Java that a big demand has sprung up in Europe for pine apple fibres as a material useful in the textile industry. Fabrics woven with it present a shining appearance even after bleaching and dyeing. The fibre stands almost on the same footing as linen in lastiness, elasticity, and coolness.

THE Chinese Engineering and Mining Co.'s total output of the company's three mines for the week ending 11th December, 1909, amounted to 20,257.04 tons and the sales during the period to 23,087.73 tons. The output for the week ending 18th December amounted to 20,605.78 tons, and the sales during the period to 20,825.55 tons.

A new steamer, named the *Poltava*, will shortly be put on the Russian Volunteer Fleet express service in the Far East, and has already arrived at Vladivostok. The *Poltava* is a vessel of 3,424 gross and '985 net tons, capable of a speed of 16 knots; she will carry a crew of 103, and has accommodation for 60 first-class, 30 second-class, and 120 third-class passengers. The new steamer is fitted with watertight bulkheads and refrigerating apparatus, and is 334 feet long between perpendiculars.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

OXFORD LOCAL EXAMINATIONS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Dear Sir,—In connection with the above Examinations it has been notified from Oxford, that after 1910 and until further notice, the Examination in Classical Chinese will be based on *Meng Tzu* Books I-IV (Leung's Chinese Classics) for 1910, the *Lun Yu* is the set book. Candidates who desire to sit at this centre, for the next July Examination, should apply for Entry Forms, through their respective schools, any time after Feb. 4th, 1910.

The latest day on which Entry Forms and Fees can be received at this centre is Saturday, 12th March, 1910, before noon.

Faithfully yours,
T. K. DEALY.

31st December, 1909.
Queen's College.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—On the 3rd at 12.05 p.m.—The barometer has risen considerably over S. Japan and the Loochoos, and a moderate rise has taken place also over Luzon.

Pressure is giving way again over China. It is highest over S. China and the Eastern Sea. The depression is still shown over the Pacific to the N.E. of Japan.

The monsoon will moderate in the Formosa Channel, but continue to blow strongly over the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

- 1.—Hongkong and Neighbourhood, N.E. and E. winds; fresh; fine.
- 2.—Formosa Channel, same as No. 1.
- 3.—South coast of China between Hongkong and Loochoos, same as No. 1.
- 4.—South coast of China between Hongkong and Hainan, same as No. 1.

SHIPPING AND MAILS.

MAILS DUE.

French (*Nira*) 4th inst.
American (*Asia*) 4th inst.
Canadian (*Empress of China*) 5th inst.
German (*Prinz Eitel Friedrich*) 15th inst.

The P. & O. S. N. Co.'s s.s. *Nyassa* is expected to arrive at Penang on 5th inst., at noon.
The P. & O. S. N. Co.'s s.s. *Alba* from San Francisco is expected at this port on 4th inst., at 8 a.m.

The Sino Lines s.s. *Cornwallis* left Singapore for Hongkong on 2nd inst., and may be expected here on 6th inst.

The Imperial German Mail s.s. *Coblenz* left Yap on 31st ult., at 11 a.m., and may be expected here on 6th inst.

The N. Y. K. s.s. *Inaba Maru*, European Line, left Singapore for this port on 31st ult., and is expected here on 6th inst.

The N. Y. K. s.s. *Tango Maru*, European Line, left Shanghai for this port on 1st inst., and is expected here on 5th inst., at daylight.

The P. & O. S. N. Co.'s s.s. *Despatch* left Singapore for this port on 1st inst., at 1 p.m., with the outward English Mails and is due here on 6th inst., at 4 p.m.

The C. P. R. Co.'s s.s. *Empress of China* arrived at Kobe at 9 a.m. on 2nd inst., and left again at noon same day for Shanghai, where she is due to arrive at 11 p.m. on 5th inst.

The Imperial German Mail s.s. *Prinz Eitel Friedrich*, carrying the German Mails with dates from Berlin of the 15th ult., left Colombo yesterday 2 p.m., and may be expected here on 15th inst.

DOCK DANCE.

MERRY OBSERVANCE OF ROOMANAY AT THE KOWLOON DOCKS.

It has often been said when speaking of the Dock Company's staff that what they do not know in the way of shipbuilding is not worth knowing, but it may also be said with equal truth that what the genial servants of the Company do not know in the way of hospitality is not worth knowing. On New Year's Eve, on an orthodox Scotch style, Hogmanay, the spacious loft at Hinghom was once more the scene of revelry, which, thanks to the thoughtfulness of the Scotch element in the local community, had that infectious nature which is irresistible in all entertainments engineered by the sturdy sons of Scotia. The large loft of the drawing-room, which was turned into a ballroom was tastefully decorated in an original style. On the right of the ballroom flashed the figures "1866-1909" in electric lights, denoting, of course, the age of the ship-building institution. Right opposite, were the illuminated initials of the Dock Company which had for their background the flag of the Company. At the bottom of the room were two electrically-lighted stars. From the ceiling, hung festoons of greenery arranged in a most artistic style and these, coupled with the gorgeous costumes of the ladies, helped to complete a charming picture. Shortly before the hour of midnight, the company adjourned to the large reading-room, which was used for the supper-room, where the guests partook of the cheer provided by their hosts. In the course of the supper, several delicious speeches were delivered, which were received in the proper spirit. Mr. R. M. Dyer, B.Sc., Chief Manager of the Dock Company, who was in the chair, supported by Mr. W. Jolly, Secretary, responded to the toast of the Dock Company and wished a "Happy New Year" to his guests. Mr. Davidson proposed "The Ladies," which was enthusiastically received. At the hour of midnight, the electrical device of "1909," at one end of the room was suddenly transformed into "1910" when all present joined hands and ushered the new year in with full honours. After supper, dancing was continued till the early hours of the morning.

The committee consisted of the following gentlemen:—Messrs W. Stewart (Chairman), W. M. Johnson (Secretary), R. Lapsley (Treasurer), J. Hand, W. Davidson, W. Browne, R. J. Brown, S. Smith and J. Ramsay. The duties of M.C.'s were ably undertaken by Messrs W. Stewart and Wilson Brown. A launch service was maintained every half-hour from midnight to the conclusion of the last dance for the convenience of guests, which was thoroughly appreciated by the visitors.

CANTON DAY BY DAY.

THE SALT MONOPOLY.

[From Our Own Correspondent.]

Canton, 30th December. The letting of the salt monopoly of the Liang Kwang Provinces by the Viceroy to Chan Po Shum and others at the increased rental of 12,000,000 taels a year has formed the subject of considerable acrimonious discussion among the people in Canton. The inhabitants have received another blow by the news which has arrived that the Tu Chih Pu (the Ministry of Finance at Peking) has ordered the Viceroy to remit annually the total amount derived from the salt monopoly to Peking towards the expenses of the Imperial Government instead of being appropriated towards making good the loss of the Kwangtung Provincial revenue by the proposed abolition of the gambling monopolies. Should the salt revenue not be permitted to be used for the Kwangtung province itself, there can hardly be any other prospect of any money being raised sufficient for the carrying out of the project of abolishing the gambling evil in Kwangtung; and furthermore it will mean that the people will be required to raise the sum of 12,000,000 taels annually as additional tribute to the Imperial Government. In such case it will mean the heaping of greater burdens on the people by the farming of the salt monopoly, as they have to pay another 12,000,000 taels (tax to the Imperial Government) for nothing, and the gambling evil will be for ever perpetuated. Yesterday an extraordinary meeting was held by the members of the Provincial Assembly for the purpose of lodging a protest against the demand of the Tu Chih Pu, and as the result of the meeting telegrams were sent to the Cantonese officials at Peking asking them to co-operate in opposition against the Tu Chih Pu in this matter. On the same day, immediately after the meeting, the president and the two vice-presidents of the Assembly at once called on H. E. Viceroy Yuan, to further discuss the matter.

Under the auspices of the Faotai for the Development of Native Industries, Chan Mong Tsang, an agricultural school will be opened in the city of Canton next year, where one hundred students will be admitted to be trained in the science of agriculture. Taotai Chan has issued a notification to invite students to enter the school for a course of one and a half years' study.

ATHLETIC SPORTS.

At two o'clock yesterday afternoon prizes were distributed at the offices of the Young Men's Christian Association at Canton to the winners at the local sports held on the 27th and 28th instants by Mr. Wong Sze Lung, Director of the Government Military College. A Hongkong boy, who came up to take part in the sports, carried away six medals in all. A large sum of money was collected from admission fees, &c. After deducting the expenses the balance will be appropriated towards the purchase of a large piece of ground, on which local sports will be held in Canton every year.

LAND FORCES.

The Commander-in-Chief of the Kwangtung Land Forces, Chien Ping Chik, arrived at Canton on the 29th inst. from Welchow. The purpose of Chien's visit to Canton is to consult with the Viceroy on certain matters in connection with the reform of the Land Forces.

KOWLOON CHILDREN'S SPORTS.

FIFTH ANNUAL MEETING.

The Kowloon Cricket Club are to be congratulated upon the success of the children's sports which were held under their auspices on New Year's Day. This annual fixture is becoming more and more popular each year and the hundreds of children, with their parents and friends, who gathered on the grounds of the Club on Saturday afternoon, were given a treat which delighted them beyond words. The Committee of the Kowloon Cricket Club were unparagoning in their efforts to make this annual juvenile meeting a success. They must have felt extremely gratified with the result of their indefatigable labours. Special mention must be made of the chairman of the organising committee, Mr. D. Harvey, and his right-hand man, Mr. T. Chee, hon. secretary; and also of the other members of the committee, who were:—Messrs. J. P. Robinson, W. F. Brewer, F. P. Shroff, H. E. Goldsmith, D. J. McKenney, D. Nealon, W. Weaver, H. Lar, W. W. Pelling, W. Stewart and J. H. Mead, hon. treasurer.

Not the least pleasing part of the afternoon's proceedings was the happy address delivered by Mr. H. N. Mody, the president of the K.C.C., who, at the conclusion of the sports, addressing His Excellency the Governor and the large gathering present, said:—Your Excellency, Ladies and Gentlemen, I cannot allow this opportunity to pass without expressing sincere thanks to you all for your attendance here this afternoon. It is a great pleasure to us to see you and to realise the interest you take in our Club, and it is particularly kind of His Excellency, who is as we know a very busy man, to once again favour us with his presence. Our only regret is that Lady Lugard, who so kindly gave away the prizes on a former occasion, is unable to be with us to-day. We hope to see her with us next year. These sports, which are open to all our children, have now reached their fifth anniversary, and judging from their popularity and the support they meet with from all are now well established as a "hardy annual" and I am pleased to say their expenses are always fully covered, thanks to your goodness. In particular, I would express our thanks to all those who have so generously subscribed and to our friends among the shipping community trading to this port, to whom we are indebted for the excellent cakes we have enjoyed. We have had, I venture to think, a pleasant afternoon's sport, and I hope to welcome you all here next year. With these few remarks I will now ask His Excellency to present the prizes to the successful contestants. (Applause.)

In reply, His Excellency thanked Mr. Mody for his kind remarks, and expressed the hope that they would have a similarly happy time next year. He was sorry that his wife was not present, as she took the keenest interest in this annual meeting, but he hoped she would be here this time next year. The Kowloon Club deserved the thanks of the community for getting up such a meeting, and he concluded by wishing all present a Happy New Year.

His Excellency then presented the prizes. The successful competitors were:—

BOYS' EVENTS.

Potato Race, ages 10 to 12—1, A. Adams; 2, G. Britenfeldt; 3, J. Smith.
Post Box Race, ages under 11—1, G. Britenfeldt; 2, J. Johnson; 3, A. Logan.
Cock Fight, ages 12 to 14—1, Glassey; 2, Pepper.
Obstacle Race, ages 10 to 12—1, L. Wilks; 2, Jose del Pan; 3, A. Gifford.
Flag Race, ages 8 to 10—1, M. A. Belton; 2, M. Cawlin; 3, E. Edgar.
Blindfold Race, ages under 14—1, A. Goldenberg; 2, M. Raiton.
Tug-of-war, ages 12 to 14—1, M. Raiton; 2, T. Logan; 3, C. Smith.
Flat race, ages 6 to 8—2, Jose del Pan; 1, L. L. Lopez; 1, J. Silva.
Flat race, ages 6 to 8—1, D. Raiton; 2, J. Lyon; 3, Sanjo.
Flat race, ages under 8—1, J. Silva; 2, E. Raiton; 3, L. Lopez.
Wheelbarrow Race, ages under 14—1, Wilks and Logan; 2, Clayton and Johnson; 3, Smith and Brockett.

GIRLS' EVENTS.

Skipping race, ages under 14—1, W. Armstrong; 2, Grace Douglas; 3, A. Thynne.
Musical chairs, ages 10 to 12—1, S. Douglas; E. Brown; 3, R. Judah.
Skipping competition, ages under 9—1, S. Weill; 2, W. Armstrong; 3, D. Richardson.
Flat race, ages under 14—1, D. Wilks; 2, C. Hanson; extra prizes, D. and A. Thynne.
Obstacle race, ages under 14—1, K. Leonard; 2, E. Armstrong; 3, K. Horn.
Shipping competition, ages 10 to 12—1, A. Goldenberg; 2, M. Raiton.
Flat race, ages under 8—1, E. Armstrong; 2, A. Dillon; 3, S. Weill.
Egg and spoon race, ages under 14—1, L. Beltram; 2, K. Leonard; 3, A. Pereira.
Flat race, ages 4 to 6—1, Hazelton; 3, O. Rosa; 3, A. Dillon.
Flat race, ages under 4—1, S. Weill; 2, L. Musso; 3, E. Welsh.
Clothes hanging race, ages under 14—1, A. Thynne; 2, M. Leonard; 3, S. Douglas.

Before dispersing three cheers were called for the Governor and loudly given by the numerous gathering present.

SANITARY BOARD.

A meeting of the Sanitary Board will be held to-morrow, when the following items are among the orders of the day:—
Report of the Select Committee appointed to select suitable sites for the special sections of the Colonial Cemetery to be laid out under bye-law 11.
Report of the Sub-Committee appointed to inquire into applications for encroachments of monuments, 1 to erect a monument not over a grave.
Further report from the Assistant Medical Officer of Health at Kowloon relative to the rat-catching system in Kowloon.
Correspondence relative to the proposed triangular piece of ground (land) on the south face of the old Harbour Office, and an open air fruit market.

Two Kwang Provinces.

"WARNING OF DANGER AND LOSS."

MISCHIEVOUS PLACARDS.

The following notice professing to be an appeal issued "by the people of Kwangsi Province" has been printed and is being widely circulated among students and others, says the *N. C. Daily News*. It is entitled "Warning of Danger and Loss of the Liang Kwang" and appeals to moving terms to its readers. The opening sentences declare that China's end is approaching, as the Powers have demanded financial supervision as well as administrative control in China. The reason, it continues, is that finances are the vital essence of a nation, and administration the sovereignty of a country. Should these be in foreign hands, China will share the fate of Egypt and Korea, and her people will receive the designation "slaves of a dead country." The appeal says that this may have been foreseen since the conclusion of the compact by the four Powers. Interests and rights in Manchuria are devoured by Russia and Japan and the Japanese convention is opposed by the United States alone, who adopts this action to protect her commerce in China; and not through any love for the country. The circular appeals to the patriotism of the people to live and die with the two Kwang provinces. It then says that France and Germany have demanded railway rights in the whole province of Kwangtung, and also for permission to station troops in Nanning, that the Government does not refuse these demands and Governor Chang is quite helpless. This has caused much agitation in men's minds, and military drills have been instituted in the normal schools. In the Jung-hsien district a "DARK DEATH SOCIETY"

has been formed as a result. Germany's action is prompted by the Manchurian complication and the fact that the Powers will carry out a partition policy, which will be proclaimed after it has been decided at the session of the Hague Conference next spring. France is now making out the two Kwang provinces and asks to station troops at Nanning, so as to be quite prepared when the moment arrives for partition. "Will our blood, brethren await death with folded hands or will they stand to save the country? We know as heroic men, they will not submit quietly to death." The appeal then says that France has mobilized 200,000 African (sic) troops in the Taikang Bay and has dispatched 5,000 of them to Lungchow with an intent to enter Nanning.

It then refers with approbation to a notification by the Superintendent of the School of Law and Politics, in which he called upon the people to enrol themselves for military drills, and exhorted them to stand for their Empire. The circular points, at the danger which would result to Kuangtung, if Kwangsi should suffer, and urges the students there and all readers to evince patriotism and adopt an "IRON BLOOD PRINCIPLE."

so that the situation in China may be saved. It concludes by calling upon every one to act and not rely upon mere words.

A second document of a similar nature reaches us from Kiangsu, and is said to emanate from a government school. Emancipates from the same and other schools are endeavouring to persuade the merchants of a certain town to boycott Japanese goods. The circular is headed:—

Please read my warning that our Kiangsu is on the point of dereliction.

Oh my countrymen! My own countrymen! Do you indeed know that our China is becoming a place for other countries to enrich their people? Do you indeed know my dearest and most beloved brethren are about to become slaves in a destroyed country? Some time ago we repeatedly received warnings that Kwangtung and Kwangsi provinces were on the point of destruction. While, perhaps, this was not entirely correct, we have again just received telegrams from our people in Nanking saying: "The Powers at the Hague Peace conference have determined that they would divide our China a melon. Matters are daily more and more urgent."

There is no outsider to help us; no one has devised means to protect us. So, to-day, France has several myriads of soldiers on the border of Kwangsi and holds it. Russia has sent forward many soldiers and threatens Mongolia. England has sent her navy to the neighbourhood of Hongkong. On the 21st of the 10th moon (December 3) there suddenly appeared twenty United States' men-of-war; thirteen stopped at Shanghai, seven went to Silver Island at Chinkiang, thus seizing the strategic points on the Yangtze. Japan does as she pleases in Manchuria.

It is especially not necessary to particularize. Each of the Powers protects its own sphere of influence and treats the matter as an open and accepted preparation to divide up China. Before I finished reading this I could not help stamping my foot and crying and sighing that the destruction of my race in China is before my eyes. An empire once down cannot rise again. For a race destroyed there is no second birth. Poland has been swallowed up and though it makes vigorous efforts, it can never be free from Russia's yoke. Destroyed India, though it makes constant efforts to be independent, cannot escape the control of England. So since after we are overcome we are to be offered up as sacrificial animals, why not let us first take the blood of our necks and sprinkle it on our spears and shields? Men exist only to kingdoms. Who would not like to see his country prosper? Too bad! If he cannot find a way to save it, Men continue only in races. Who has not the desire to protect his race? The only fear is he may not find a way to do it. My countrymen! my own countrymen, hasten to make plans and every preparation for next spring's great conflict. By so means ally and see your country become a fattening field for other peoples! and so dolefully give your bodies to them for slaves. Escape this, and you, my country and my fellows, will be exceedingly fortunate.

Written by Hsin Kwei Sun (P)

NOTES BY THE WAY.

THE NEW YEAR.

Another twelve months gone. When one gives reflection to the incidents which occurred in 1909, one is inspired with awe to think what an eventful year it has been for Hongkong. I wonder how many New Year resolutions have been made to be broken? Whether the year which has just dawned is going to bring good fortune or disaster in its wake time alone can tell, but I cannot do better than once again wish all my readers a "Happy New Year."

THE MAN FROM TIPPERARY.

It is said "at an amusing adventure befell a local resident, hailing from the Emerald Isle from no less a place than Tipperary, on New Year's Eve. The worthy individual had left his diggings at Hongkong and took a trip across the water to partake of the hospitality of some good fellows at Kowloon and later, at an unearthly hour of the morning after he had reached a dangerous state of jollity, he took the water. My meaning may perhaps be clearer when I say that the worthy fellow somehow or other stumbled into a pool of shallow water, through which he waded for a considerable distance and thought he was swimming in a sea of whisky. Fortunately, he was rescued by some good sampan-people, who were surprised to find the victim emitting a series of splutters and those weird noises beloved of Tim O'Malley. The good fellow's well-set features now relaxed into a strange smile when treated to a friendly dissertation on the glories of mountain dew.

SOME GENERALITIES.

Such incidents as these are bound to happen at certain times of the year, notably the festive season, especially in Hongkong, but some of these stories are in the nature of generalities and in such cases it is wise to take them with a pinch of snuff. At all events, the advent of the year of grace 1910 has been attended with as little strange incidents as was possible under the circumstances and the wily was content to test in the field. I am not dealing with mixed metaphors, dear reader, and I don't wish to be misunderstood. I merely wish to escape the serious accusation of terminal inexactitudes.

GRAVE TOPICS.

Notice that the grave (sic) topic of cemeteries and monuments are still being sustained with their usual vigour by the Sanitary Board. When will the local City Fathers tire of their refreshing subject? What with reports of Select Committees and wordy warfare at the fortnightly meetings of the Board, it is about time that the subject was dropped. It would be appreciated by those dead and departed as well as by those who have not yet shuffled off this mortal coil and to whom the prospect of the grave can hardly be said to be exhilarating.

A MILKY QUESTION.

The other day, a couple of dairy-people were brought before a local Magistrate for an alleged attempt to sell adulterated milk. What the outcome of the prosecution is to be I have no means of knowing but if the charges against the defendants contain any truth, it is up to the local authorities to start a vigorous campaign against the nefarious practice which is prevalent in almost all countries, as the health of the people is of primary importance. I am glad that the Medical Officer of Health has taken up the matter.

THE CONSCIENTIOUS MILKMAN.

While on this subject, I am reminded of the story of the milkman who boasted of a tender conscience. He was frequently accused by the good housewife of supplying milk which was not of the particular quality desired by the household. On one of these occasions the housewife accused the milkman of making rather frequent use of the house tap, when the latter, with a serene nonchalance, replied that he had never once used the house-tap in his life for the purpose of increasing the bulk of his article. No, he did not use the house-tap but he used the village pump pretty frequently. That man's conscience didn't trouble him.

ENGLISH AS SHE IS WRITTEN.

The other day, I came across the following Babu effusion from a schoolmaster. It is supposed to be an essay on the horse and is a gem in its way. Here it is:—"The horse is a quadruped with four legs. Excepting the tail and the luxuriant hirsute appendages circumventing the neck, all other components of body are glossy, like the human visage at the conclusion of the undergoing of the murderous shaving by the tonsorial artist. The shape is oblong. From the Bible, this animal is misfit for the edible purposes. Not caring this, the English phenomenon, the horseflesh is a favourite of the English beef-eater in the time of the war. The Boer war was one of the astounding statistics. It has the two copious nostrils in the front of the proboscis, which emit the burning fire in the cold season, like the smoke of the thundering cannon. Its ears are shorter than a donkey and when it stands up, it is a disastrous signal for its rider. It can take its body from the one place to the other with the rapidity of the lightning when it pleases so. Its eyes are hidden by two blinkers, which received its cognomen to prevent their eyes as to blinking. The portion of its tapers is the saddle with the dual spurs on it. These later are used for the purpose of tickling the abdominal muscles when they get mischievous. The other decoration in the bit which is the newly-forged machinery used when there is a shortage of virtually, it serves the like purpose for the equestrian brute that the rubber test utilized for the young baby. There are many kinds of the horses. There are the Arab horses, which has a curvilinear neck and dances in a concealed fashion. Then there are the types of the horses known as the sorry nag. This is a wild beast and is only at London. There are the race horses who are round and circular roundly for the purpose to cause the hope to be extraordinary. Then there are the war-horses ordinary. Then there are the war-horses with all the glorified pompousness and fearful manner. The duty of this beast is to keep running and dying at regular intervals on the bayonets of the diabolical remnants. There are a million sorts of the other horses who are too multifarious to catalogue at the present epoch. Like the canine dogs, the horses are utilized and faithful animals to the biped man. One of the good-horses will cost many rupees. I cannot make head or tail of the above composition. Can you, dear reader?"

CASUAL COMMENT.

THE PROROGATION OF PARLIAMENT.

THE KING'S SPEECH.

The following is the text of the King's speech which was read by the Lord Chancellor in proroguing Parliament on this 3rd ult. — My Lords, and Gentlemen, The official visit which His Majesty the King of Portugal has paid to Me, on the occasion of his accession, has afforded to the Queen and myself great pleasure, and has consolidated and strengthened the bonds of friendship which have so long and happily united the two allied nations.

My relations with foreign Powers continue to be friendly. The difficulties which unfortunately arose in South-Eastern Europe in the autumn of last year have happily resulted in a practical solution and in the maintenance of peace, while the constitutional regime in the Turkish Empire continues to make satisfactory progress.

Subject to certain reservations made by My Plenipotentiaries at the time of signature I have ratified such of the Conventions which resulted from the Peace Conference held at The Hague in 1907, as do not require municipal legislation in this country to give effect to their provisions.

Arbitration Conventions and Agreements with Germany, Sweden, Norway, Switzerland, and Portugal have been renewed for a further term of five years. Others, which are about to expire, are in process of renewal.

A measure for improving Indian administration by enlarging the numbers and extending the functions of the various Legislative Councils has become law, duly supplemented by the necessary Regulations.

Early in the coming year the Councils will have been constituted, and will undertake the burden of their new responsibilities. I look with confidence for their loyal co-operation with My appointed officers in the tasks of Government, thus furthering the moral and material progress of My Indian subjects, and strengthening the foundations of My Empire.

I have, with the greatest satisfaction, assented to the Act establishing the Union of South Africa, which embodies the united wishes of the Parliaments of the four constituent Colonies.

This fruit of the success which has attended the grant to free institutions to My new Colonies is, I am assured, a matter of cordial congratulation throughout My Dominions.

I cannot doubt that union will add to the strength of South Africa, and I pray that its people may be blessed in the years to come with growing prosperity and lasting concord.

The important Conference which met in July last for the exchange of views between My Governments and the Governments of My self-governing Colonies beyond the seas upon the subject of naval and military defence has been of great mutual advantage, and as the outcome of its deliberations it may confidently be expected that the stability of My Dominions will be preserved and their unity promoted.

Gentlemen of the House of Commons, I thank you for the liberality and care with which you provided for the heavy additions to the national expenditure, due to the requirements of Imperial defence and social reform. I regret that that provision has proved unavailing.

My Lords, and Gentlemen,— An Irish Land Act has been passed which, by relieving local funds from liabilities arising under previous Purchase Acts and by increasing the administrative area and the resources of the Congested Districts Board, will, I sincerely hope, conduce both to the general welfare of the country and to a permanent improvement in the condition of the occupiers of small holdings in the West of Ireland.

I have watched with interest the progress of a measure, which has now been placed upon the Statute Book, for facilitating the housing of the working classes and for strengthening the law dealing with the sanitary conditions under which they live.

This measure also contains long-needed provisions for controlling the development of towns with a view to securing not only improved sanitary conditions, but also amenity and convenience.

I have given my assent to a Bill for the establishment of Labour Exchanges, which will, I trust, be an important step towards the better regulation of the labour market and a foundation for further measures for dealing effectively with some of the evils of unemployment.

The measure which has been passed for the constitution of Trade Boards in certain industries will, I hope, with judicious administration, prove a valuable boon to a specially helpless class of workers.

I anticipate beneficial results to agriculture and to the rural industries of the country from the measure for the economic development of the United Kingdom and for the improvement of roads.

I have had pleasure in assenting to a Bill to give effect to a Treaty which secures the full benefit of the French law of Workmen's Compensation to British women injured in the course of their employment in France.

Important Bills have also been passed dealing with travelling in prohibited areas, the consolidation and amendment of the law relating to Assurance Companies, the suppression of gambling on loss by maritime perils, and the amendment of the Electric Lighting Acts.

I thank you for the zeal with which you have discharged your arduous and protracted labours, and pray that they may be rewarded by the blessing of Almighty God.

AMONGST the candidates in the forthcoming General Election are Mr. W. Keewick, who is again standing in the Conservative interest for the Episham division of Surrey, and Mr. G. Shaw, Stewart (Conservative) for the Winal division of Cheshire.

Today's Advertisements.

PARTICULARS AND CONDITIONS OF the letting by Public Auction Sale, to be held TO-MORROW, the 4th day of January, 1910, at 3 P.M., at the Offices of the Public Works Department by Order of His Excellency the Governor, of One Lot of CROWN LAND at Wong-nai-chong, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1.	2.	3.	4.	5.	6.	7.
1	1	Island Lot No. 117, near Island Lot No. 140, Wong-nai-chong.	ft. ft. ft. ft.	8,100	20	110

Hongkong, 3rd January, 1910. (70)

NOTICE.

M. R. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.

Those who intend learning the Chinese language are requested to write care of *Hongkong Telegraph* office or direct to 37, Hollywood Road, 1st floor.

Hongkong, 3rd January, 1910. (71)

THE CHINA SQUADRON.

Captain H. H. D. Tothill has succeeded Captain W. O. Boothby at Chatham in the command of the armoured cruiser *Minotaur*, which is refitting at Chatham before paying off from the First Cruiser Squadron and recommissioning with a new crew for service on the China Station as flagship of Vice-Admiral the Hon. Sir H. Lambton, Commander-in-Chief, in place of the armoured cruiser *King Alfred*. Captain Boothby will enter on duties at the Admiralty as Naval Assistant to Vice-Admiral Sir F. C. B. Bridgeman, Second Naval Lord, in place of Captain R. F. Scott.

Major J. A. Tupman, Royal Marine Light Infantry, has been posted to the *Minotaur*, flagship of the China Squadron, and Lieutenant F. Wilde, R.M.A., also joins the cruiser for service in connexion with wireless telegraphy duties on the China Station. Major Tupman, who has served eighteen years in the R.M.L.I., was on the Cape Station during part of the Boer War, and acted as a special service officer and D.A.A.G. at Newpoort (Queen's medal with clasp). Lieutenant Wilde received his commission in the Royal Marine Artillery in 1898, and is a qualified interpreter in Japanese.

IMPERIAL MARITIME CUSTOMS.

The following Service Movements have been announced:

INDOOR:	
Assistants.	
Remount J. L.	Transfers.
Assistants.	
Rubert E.K.A. Kiukiang to Shanghai.	Castle T.A.M. Shanghai to Kiukiang.
Shaw N.R.M. Shanghai to Dalien.	Miyoshi M. Amoy to Hongchow.
March G. F. Canton to Kungmoon.	
OUTDOOR and Coasts:	
Asst. Examiner.	
Wolf F. Shanghai to Nanking.	2nd Officer.
Wales H.H. <i>Lingling to Chuenfiao</i>	Act. and Officer.
Porter S. <i>Chuenfiao to Lukuang</i>	Leaves.
INDOOR:	
Commissioner.	
Lay A. Kiukiang, from 1/4/1910.	
OUTDOOR:	
Chf. Tidesturveyor.	
Byworth L.A. Chinkiang.	Tide-surveyor.
Morrison A. Antung.	Examiner.
McMahon J. Ichang.	Withdrawals.
OUTDOOR:	
Examiner.	
Godwin A. A. Deceased 6/11/1909.	Asst. Examiner.
Burton H. G. Resigned 31/10/1909.	

Events Coming.

Monday, 3rd January.
Grand Orchestral Concert, by the Band of S.M.S. *Schamkorn*, at the St. George's Hall (City Hall), 9 p.m.

Tuesday, 4th January.
Sanitary Board meeting, 9.45 p.m.
Organ Recital, at St. John's Cathedral, 5.30 p.m.

Thursday, 6th January.
Entries close for the Hongkong Football Challenge Shield Competition.
Hughes and Hoogh, Auction sale of old and Comdemned Stores, at the Public Works Department Stores, Wanchai, 11 a.m.

Friday, 7th January.
Philharmonic Concert, at the City Hall.

Saturday, 15th January.
China Light and Power Co., Ltd., Extraordinary general meeting at the office of Messrs. Shawan Tomes & Co., 11 o'clock.

Monday, 17th January.
Theatre Royal A.D.C. "Tormentor."

Tuesday, 18th January.
Theatre Royal Scotch concert, 8 p.m.

Today's Advertisements.

NOTICE.
M. R. COLIN CUNNINGHAM SCOTT is admitted a Partner in our Firm from this date.
BUTTERFIELD & SWIRE,
Hongkong, China and Japan.
Hongkong, 1st January, 1910. (66)

NOTICE.
M. R. ERNST OSCAR RUDOLPH VOLLBRECHT is admitted a Partner in our Firm from this date.
MACLEWEN FRIGEL & CO.,
Hongkong, 1st January, 1910. (67)

NOTICE.
M. R. ERNST VOLLBRECHT, having left our employ, ceases to Sign per procura from this date.
F. BLACKHEAD & CO.,
Hongkong, 1st January, 1910. (68)

BIBLIOTHECA LUSITANA.
Amalgamada com a
BIBLIOTHECA PORTUGUEZA,
Fundada em 27 de junho de 1857.

ANNUNCIO.
A Assembleia Geral que se verificou em 23 de dezembro de 1909, decidiu-se unanimemente que esta Bibliotheca reassumisse a sua denominação primitiva, e que, a contar de 1 de janeiro de 1910, seria conhecida com o nome de
"BIBLIOTHECA PORTUGUEZA DE HONGKONG."
As contas da Bibliotheca Lusitana serão liquidadas, e as dividas cobradas, pela Bibliotheca Portuguesa.
Qualquer correspondencia, ou outros comunicados, deverão ser dirigidos ao Secretario.
O Presidente,
JOAO CAETANO DA CUNHA,
Hongkong, 1 de janeiro de 1910. (69)

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship
"ARRATOON APCAR,"
Captain A. Stewart, will be despatched for the above Ports, on FRIDAY, the 7th January, 1910, at Noon.
This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

RETURN TOURS TO JAPAN
(Occupying 24 days).
Steamers leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea), Moji to Hongkong providing a stay of 5 to 6 days in Japan.
Return tickets are available by the Indo-China Steam Navigation Co.'s steamers.
Fare for round trip \$120.
For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents.
Hongkong, 3rd January, 1910. (72)

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship
"ARRATOON APCAR,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge will be landed at once, at Consignees' risk and exp. so.
Cargo remaining on board after 4 p.m. of the 6th inst. will be landed at Consignees' risk and expense.
Consignees of Cargo from SINGAPORE are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by the Undersigned.
DAVID SASSOON & CO., LIMITED,
Agents.
Hongkong, 3rd January, 1910. (73)

STATE EXPRESS CIGARETTES.

ARDATH TOBACCO COMPANY,
LONDON.

Winfred in Tins of 50	...	...	...	\$0.50
" " Packets of 20	...	...	...	0.20
Chief Whip in Tins of 50	...	...	...	0.50
Splendo in Tins of 50	...	...	...	0.65
" " " 100	...	...	...	1.20
" " Packets of 20	...	...	...	0.25
No. 555 in Tins of 50	...	...	...	0.80
No. 090 " " "	...	...	...	1.20
Turkish Leaf No. 1 in Tins of 50	...	...	...	1.50
" " " 100	...	...	...	3.00
Quo Vadis in Tins of 100	...	...	...	3.00
Winfred Navy Out Tobacco in 4lb Tins	...	...	...	0.40

These delicious high-class Cigarettes are recognized as the standard of perfection in quality and mode of hygienic manufacture.

H. PRICE & CO., LD.,
WINE AND CIGARETTE MERCHANTS,
15, Queen's Road.

Telephone 135.
Hongkong, 30th December, 1909. (74)

Intimations.

SOURD MILK.

Specially prepared from pure cultures of selected lactic ferments.

26 Cents per pint.

Orders must be sent in twenty-four hours in advance.

THE DAIRY FARM CO., LIMITED.

Hongkong, 16th December, 1909. (35)

ASAHI BEER
SAPPORO BEER
TO BE OBTAINED FROM ALL WINE DEALERS

ST. JOHN AMBULANCE ASSOCIATION
LECTURES TO LADIES.

A SERIES OF LECTURES on "FIRST AID" will be given in the Victoria Hospital, Barker Road, the Peak, on TUESDAYS at 3 p.m. commencing on TUESDAY, January 11th, 1910.

A SERIES OF LECTURES on "HOME NURSING" will be given in St. Paul's College on FRIDAYS, at 5 p.m. commencing on FRIDAY, January 7th, 1910.

Ladies are requested to note that the continuance of these lectures must depend on the number of those who attend. Names should be sent without delay to the Hon. Secretary (Rev. F. T. Johnson). The fee for each course will be \$3. Books (50 cents each) may be obtained from the Hon. Secretary.
Hongkong, 31st December, 1909. (75)

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c.
Undertakes and Executes.
SHEWAN, TOMES & CO., General Managers.
Hongkong, 30th March, 1908. (71)

YEE SING,
No. 4, D'AGUIAR STREET.
MANUFACTURE WHOLESALE AND RETAIL DEALERS
in all kinds of hand-made DRAWN AND EMBROIDERY CHINESE LINE GRASS CLOTH, FEWTER WARE, &c., all of the best quality.
Hongkong, 17th December, 1909. (72)

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S Royal Mail Steamship Line. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 31 DAYS HONGKONG TO VANCOUVER SAVING 5 to 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B. (Subject to alteration).

From Hongkong.	From St. John, N.B.
"EMPRESS OF CHINA" SATURDAY, JAN. 29TH.	"EMPRESS OF IRELAND" FRIDAY, FEB. 25TH.
"MONTEAGLE" TUESDAY, FEB. 15TH.	"EMPRESS OF IRELAND" FRIDAY, MARCH 25TH.
"EMPRESS OF INDIA" SATURDAY, FEB. 20TH.	"EMPRESS OF IRELAND" FRIDAY, APRIL 22ND.
"EMPRESS OF JAPAN" SATURDAY, MAR. 26TH.	"EMPRESS OF IRELAND" FRIDAY, MAY 20TH.
"EMPRESS OF CHINA" SATURDAY, APRIL 23RD.	"ALLAN LINE" FRIDAY, JUNE 10TH.
"EMPRESS OF INDIA" SATURDAY, MAY 14TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port £41.

Via New York £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—D. W. GRADDUCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
WEIHAIWEI, CHEFOO and CHIN.	"CHEONGSHING"	TUESDAY, 4th Jan., Noon.
WANTAO	"YATSHING"	TUESDAY, 4th Jan., 4 P.M.
SHANGHAI	"MAUSANG"	WEDNESDAY, 5th Jan., Noon.
SANDAKAN	"MAUSANG"	WEDNESDAY, 5th Jan., Noon.
S'GAPORE, PENANG & CALCUTTA	"KUMSANG"	WEDNESDAY, 5th Jan., Noon.
MANILA	"LUONGSANG"	FRIDAY, 7th Jan., 4 P.M.
MANILA	"YUENSANG"	FRIDAY, 14th Jan., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	"FOOKSANG"	FRIDAY, 21st Jan., Noon.
AMOI	"FOOKSANG"	FRIDAY, 21st Jan., Noon.
S'GAPORE, PENANG & CALCUTTA	"RUTSANG"	SATURDAY, 22nd Jan., Noon.

FOR THE MANILA CARNIVAL—Feb. 5th to 14th 1910.

A Special reduced fare of \$50 for Return Passengers will be issued for our Sailings to Manila of the 28th January, and 4th February, available for 30 days from date of issue.

Passengers taking out these tickets are exempt from the Dead Tax.

Steamers have superior accommodation for first-class passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kuantan, Lahad, Dato, Simporna, Tawau, Uman, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., Telephone No. 215 Sub. Exch. 4, Hongkong, 3rd January, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	4th Jan., 3 P.M.
AMOI & SHANGHAI	"TIENSIN"	4th Jan., 4 P.M.
OBU & ILOILO	"SUNGKIANG"	5th Jan., 4 P.M.
SHANGHAI	"LINAN"	5th Jan., 4 P.M.
MANILA, ZAMBOANGA and USUAL	"CHANGSHA"	8th Jan., 4 P.M.
AUSTRALIAN PORTS	"CHINHUA"	9th Jan., Daylight.
SHANGHAI	"TAMING"	11th Jan., 3 P.M.
MANILA	"CHENAN"	13th Jan., 4 P.M.
SHANGHAI	"ANHUI"	15th Jan., Daylight.

MANILA CARNIVAL—5th to 14th FEBRUARY.

S.S. Tean will sail hence for Manila on 1st February and S.S. Taming sails from Manila on 15th idem for Hongkong. Special reduced return fare of \$50.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES—Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA, TWIN-SCREW STEAMERS, and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chonan, Linan, Chinshui).

With excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Telephone No. 36, Hongkong, 3rd January, 1910.

HONGKONG—MANILA. CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO	1550	R. Rodger	MANILA	SATURDAY, 8th Jan., at Noon.
RUBI	1550	R. W. Almond	"	SATURDAY, 15th Jan., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO., General Managers.

Telephone No. 100, Hongkong, 3rd December, 1909.

Shipping—Steamers.

THE "SHIRE" LINE OF STEAMERS. LIMITED.

PASSENGER SERVICE TO LONDON & ANTWERP.

THE Steamers

"PEMBROKESHIRE" (late "Segura") & "OARMARTHENSHIRE" Offering superior accommodation for First-class Passengers, will be despatched from Hongkong as above on or about end of January and beginning of March respectively.

FARE TO LONDON ... £85

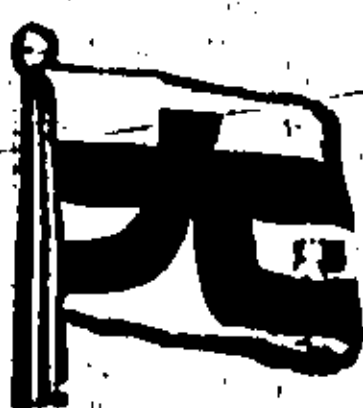
A Stewardess and fully qualified Doctor are carried.

N.B.—"Pembrookshire" calls at Marseilles.

For further particulars apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 13th December, 1909.



OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE,

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct trans-Pacific service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA VIA MOJI, KOBE AND YOKOHAMA	"SEATTLE MARU" Capt. T. Saito	6,182	FRIDAY, 21st Jan., 1910, at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for storage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
ANPING via SWATOW and AMOI	"SOSHU MARU" Capt. T. Sugi	WEDNESDAY, 5th Jan., at 8 A.M.
SHANGHAI via SWATOW, AMOI and FOCHOW	"BUJUN MARU" Capt. Y. Fucuno	THURSDAY, 6th Jan., at Daylight.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 28th December, 1909.

T. ARIMA, Manager.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES.
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	"TANGO MARU" Capt. A. Christensen, Tons 8000 "KAMO MARU" Capt. F. L. Sommer, Tons 9000 "AMI MARU" Capt. K. Sato, Tons 7000	THURSDAY, 6th Jan., at Daylight. WEDNESDAY, 10th Jan., at Daylight. WEDNESDAY, 2nd Feb., at Daylight.

VICTORIA, B.C. & SEATTLE ("Isaba Maru" leaving Hongkong 8th Jan. due Kobe 13th Jan., connects)	"AWA MARU" Capt. A. Keith, Tons 6500	WEDNESDAY, 10th Jan., From YOKOHAMA.
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VICTORIA, B.C. & SEATTLE ("Nikko Maru" leaving Hongkong 19th Jan. due Kobe 25th & Yokohama 27th Jan., connects)	"SANUKI MARU" Capt. K. Homma, Tons 6500	SATURDAY, 20th Jan., From KOBE.
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SYDNEY AND MELBOURNE, via MANILA, THURSDAY, ISLAND, TOWNSVILLE, AND BRISBANE	"YAWATA MARU" Capt. T. Saito, Tons 6000 "NIKKO MARU" Capt. M. Yagi, Tons 6000	FRIDAY, 21st Jan., at Noon. THURSDAY, 17th Feb., at Noon.
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NAGASAKI, MOJI, KOBE & YOKOHAMA	"ATSUTA MARU" Capt. Wm. Thompson, Tons 9000	FRIDAY, 14th Jan., at Noon.
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NAGASAKI, KOBE and YOKOHAMA	"NIKKO MARU" Capt. M. Yagi, Tons 6000	WEDNESDAY, 10th Jan., at Noon.
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KOBE and YOKOHAMA	"INABA MARU" Capt. R. Takeda, Tons 6500	SATURDAY, 8th Jan., at Daylight.
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SHANGHAI, MOJI AND KOBE	"TOTOMI MARU" Capt. K. Saito, Tons 4500	TUESDAY, 4th Jan., at Noon.
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BOMBAY, via SINGAPORE AND COLOMBO	"TOSA MARU" Capt. Y. Nomura, Tons 5000	TUESDAY, 11th Jan., at Noon.
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Fitted with new system of wireless telegraphy. * Cargo only. * Carries deck passengers.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, 1st Floor, Canton Road.

T. KUBOMOTO, Manager.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

TRAITS, OBYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.

THE Steamship

"DELHI"

Captain G. W. Gordon, R.N.R., carrying His Majesty's Mails, will be despatched from this office for BOMBAY, etc., on SATURDAY, the 8th January, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Mores*, 11,000 tons, from Colombo, Passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, etc., will be conveyed via Bombay by the R.M.S. *Arabia*, due in London on 19th February, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 30th December, 1909.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG:

FOR NEW YORK:

S.S. "WRAY CASTLE" On 4th Jan., 1910

For Freight and further information, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 27th December, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VIA VANCOUVER, B.C., TACOMA & SEATTLE

VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
Superia	6,232	S. Shotton	19th Jan.
Oceanic	4,657	F. W. Davies	10th Feb.
Kumera	6,232	J. Mathie	10th March
Aymara	4,363	J. Boyd	7th April

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 22nd December, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"PEMBROKESHIRE," Captain R. Hayer, will be despatched as above about 25th January.

See Special Advertisement.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., Agents.

Hongkong, 11th December, 1909.

CHARGEURS REUNIS. (FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO

SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route, thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

For further particulars apply to MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 26th November, 1909.

Shipping—Steamers.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE (Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, etc.)

THE Steamship

"EASTERN"

Captain McArthur, will be despatched as above on WEDNESDAY, the 5th January, 1910, at Noon.

This well-known Steamer, is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 16th December, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND AMSTERDAM.

THE Steamship

"CARDIGANSHIRE,"

Captain W. O. Tyers, will be despatched as above about 19th January.

For Freight or Passage apply to JARDINE, MATHESON & Co., LD., Agents.

Hongkong, 11th December, 1909.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. Walker.

"KWONG SAI" Capt. E. S. Grows.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 1.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officers by Europeans, are second to none on the River. Excellent accommodation for sixteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD., [No. 8, Queen's Road West, Hongkong, 26th April 1909]

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free, Hongkong, 29th June, 1904.

Dr. M. H. OHAUN,

THE LATEST METHOD of the

AMERICAN SYSTEM OF DENTISTRY

11, QUEEN'S ROAD CENTRAL,

From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1907.

Intimation

FURNITURE WAREHOUSE

LI KWONG LOONG & CO.,

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their

FURNITURE STORE

No. 15, DES VOUEX ROAD CENTRAL.

The only Shop in Hongkong with this name

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading establishments in the Colony, to whom references can be made as to the Superior Workmanship and Materials of the Furniture, etc., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Apparels to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., 25th May, 1909.

ORDERS,

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London-Bank T.T.	1/9 1/2
Do. demand	1/9 1/2
Do. 4 months' sight	1/9 1/2
France-Bank T.T.	23 1/2
Germany-Bank T.T.	133 1/2
India T.T.	133 1/2
Do. demand	133 1/2
Shanghai-Bank T.T.	75 1/2
Singapore-Bank T.T. per H.K. \$100	76 1/2
Japan-Bank T.T.	88 1/2
Java-Bank T.T.	108 1/2
Buying.	
4 months' sight L/C.	1/9 1/2
6 months' sight L/C.	1/9 1/2
30 days' sight San Francisco & New York.	45 1/2
4 months' sight do.	45 1/2
30 days' sight Sydney & Melbourne	101 1/2
4 months' sight France	230 1/2
6 months' sight	230 1/2
4 months' sight Germany	133 1/2
Bar Silver	24 1/2
Bank of England rate	4 1/2
Sovereign	11 1/2

Shipping.

Arrivals.	
Victoria, Swed. s.s. 989, Thos. Eckert, 31st Dec., Haiphong 28th Dec. and Hoihow 31st, Rice and Gen.—W. M. & Co.	
Hinsang, Br. s.s. 151, A. J. Smith, 31st Dec., Java 20th Dec., Suar, J. M. & Co.	
Hopsang, Br. s.s. 135, J. M. Hay, 1st Dec., Java 20th Dec., Sugar, J. M. & Co.	
Prometheus, Nor. s.s. 724, H. Jensen, 31st Dec., Bangkok via Swatow 22nd Dec.	
Rice, etc.—Agard, Thoresen & Co.	
Nanchang, Br. s.s. 106, G. I. Spink, 31st Dec., Chefoo via Weihaiwei and Tientsin 20th Dec., Gen.—B. & S.	
Sumatra, Br. s.s. 707, C. J. Benton, 20th Dec., 1st Jan., London 20th Nov. and Singapore 2nd Dec., Gen.—P. & O. S. N. Co.	
Knisberg, Ger. s.s. 614, A. Niejahr, 1st Jan., Hoihow 31st Dec., Gen.—J. & Co.	
Bujun Maru, Jap. s.s. 131, F. Fuseno, 1st Jan., Swatow 31st Dec., Gen.—O. S. K.	
Sosha Maru, Jap. s.s. 110, T. Sugli, 1st Jan., Anping 2nd Dec., Gen.—O. S. K.	
Ponglong, Ger. s.s. 908, H. Olden, 1st Jan., Bangkok 25th Dec., Rice, B. & S.	
Haikyung, Br. s.s. 150, A. E. Hodgins, 1st Jan., Swatow 1st Dec., Tea and Gen.—D. L. & Co.	
Itukubima, Jap. s.s. 780, S. Katori, 1st Jan., Moji 20th Dec., Coal—Ataka & Co.	
Loongang, Br. s.s. 1003, F. Wheeler, 2nd Jan., Manila 30th Dec., Gen.—J. M. & Co.	
Chiyuen, Chi. s.s. 1477, C. Stewart, 2nd Jan., Shanghai 28th Dec., Gen.—C. M. S. N. Co.	
Sungkiang, Br. s.s. 989, H. A. Hards, 2nd Jan., Hoihow 29th Dec., Sugar, B. & S.	
Hanchow, Br. s.s. 999, G. Hawley, 2nd Jan., Chefoo 27th Dec., Gen.—B. & S.	
Shinkoku Maru, Jap. s.s. 369, K. Seki, 2nd Jan., Moji 29th Dec., Coal—Ataka & Co.	
Lian, Br. s.s. 1357, C. C. Williams, 2nd Jan., Shanghai 30th Dec., Gen.—B. & S.	
Helene, Ger. s.s. 771, J. Jensen, 2nd Jan., Tournay 27th Dec. and Hoihow 1st Jan., Rice, Gen. and Pigs—J. & Co.	
Alino, Br. s.s. 1450, J. Martin, 2nd Jan., Saigon 24th Dec., Rice—Mao Fat.	
Shoeborg, Br. s.s. 1307, McIntosh, 2nd Jan., Dalay 26th Dec., Coal—B. & S.	
Eastern, Br. s.s. 3600, W. G. McArthur, 2nd Jan., Kobe and Moji 20th Dec., Gen.—C. L. & Co.	
Fukui Maru, Jap. s.s. 1224, Y. Murakami, 2nd Dec., Moji 25th Dec., Coal—M. B. K.	
Tientsin, Br. s.s. 1224, F. Boyd, 2nd Jan., Canton 1st Jan., Gen.—B. & S.	
Kiang Ching, Chi. s.s. 1702, T. A. Brindley, 2nd Jan., Canton 1st Jan., Gen.—Tung Lee & Co.	
Cheong Shing, Br. s.s. 1265, O. McClymont, 2nd Jan., Canton 1st Jan., Gen.—J. M. & Co.	
Kent, Br. s.s. 1st-class cruiser, 9,800, G. C. A. Marceau, 2nd Jan., Singapore 29th Dec.	
Paglia, Italian cruiser, 3,200, Marquis Custeri, 2nd Jan., San Francisco 30th Dec.	
Polytechnic, Fr. s.s. 63, H. Broc, 3rd Jan., Yokohama 31st Dec., Yokohama 19th, Kobe 20th, Nagasaki 22nd, and Shanghai 24th, Gen.—T. K. K.	
Chowai, Ger. s.s. 1,115, E. Gatheman, 3rd Jan., Swatow 2nd Jan., Rice and Wood.—B. & S.	
Arratoon, Apar. Br. s.s. 203, A. Stewart, 3rd Jan., Calcutta via Penang and Singapore 28th Dec., Gen.—D. S. & Co. Ltd.	
Kwangtshai, Chi. s.s. 1536, Wm. H. Lunt, 3rd Jan., Shanghai 31st Dec., Gen.—C. M. S. N. Co.	

Departures.

Jan. 1.	
Empress of Japan, for Vancouver.	
Manchuria, for San Francisco.	
Kwangtung, for Shanghai.	
Yunnan, for Yokohama.	
Prometheus, for Saigon.	
Seang Bai, for Rangoon.	
Amigo, for Hoihow.	
Asian Maru, for Canton.	
Chiyuen, for Canton.	
Jan. 2.	
Sumatra, for Shanghai.	
Halman, for Swatow.	
Tientsin, for Shanghai.	
Anhui, for Bangkok.	
Canton, for London.	
Dalay Maru, for Swatow.	
Wongkai, for New York.	
Kochikang, for Bangkok.	
Deva Maru, for Bangkok.	
Szechuan, for Chefoo.	
Aitania, for Haiphong.	
Jan. 3.	
Anghin, for Bangkok.	
Kwangtung, for Chinkiang.	
Kwangtung, for Canton.	

Passengers Arrived.

Per Alina, from Saigon—50 Chinese.	
Per Kwangtung, from Singapore—290 Chinese.	
Per Nanchang, from Chefoo, etc.—Mr. C. T. Ramsey.	
Per Italy, from Swatow—Mrs. Gibson, and 125 Chinese.	
Per Loongang, from Manila—Messrs. Moore and McDonald.	
Per Kwangtung, from Shanghai—Mrs. Hamblin, 39 Chinese, and 13 Japanese.	
Per Eastern, from New York—Capt. Holm, Messrs. W. Jenkins, L. Ferry, Capt. Holm, Mr. and Mrs. Gadois and 3 children, Mr. Bunker, Mr. and Mrs. Rounthorn, Messrs. W. G. Baker, M. C. Craig, Mr. and Mrs. H. L. Dudley, Mr. and Mrs. Walker, and a Japanese.	
Per Sumatra, from London—Mrs. Hebbly, Mrs. Chapman, and child, Messrs. A. W. Taylor, S. B. S. Mc-	

Elderly, R. E. Linnell, H. Lamb, H. Royson, Mr. and Mrs. W. E. Head, Mr. D. Pellatt, Mr. E. W. Apcar and child, and Mr. D. Campbell. From Singapore—Mr. and Mrs. S. S. Turner and Paul Douglas. For Yokohama—Mr. L. Tobias, Mr. and Mrs. Jones, Messrs. J. Blair and J. Shaw. From Manilla—Mr. O. Schultzky.

Passengers Departed.

Per Zefiro, for Manila—Miss Fries, Dr. W. N. Lennan, P. W. E. Cole, Ho. Leyer, Messrs. T. Paik, C. A. Graham, Mr. and Mrs. M. Gallio, Mr. and Mrs. W. Guthrie, Messrs. Quan Yik Pong, Ho Kuo, Mr. and Mrs. A. S. Sullivan, Messrs. Cheung Man Hon, Lito Logay and child, Mrs. Lokadia Martilland, Messrs. Wong Lum, Ota Matsuo Kodama, Mr. and Mrs. Gladstone, and Mr. J. Napier.

Per Derflinger, for Shanghai—Mr. and Mrs. Max Muller, Mr. and Mrs. John Ellis, Messrs. S. Akiyama, Ed. Wickens and Young Yick Cho. For Nagasaki—Capt. Kaemmerling, Mr. K. Shimada, and Mrs. Ohtera, For Kobe—Dr. and A. H. Strobel, Mrs. G. Krahe, Baron Call, Messrs. W. F. King and Niskiyama, For Yokohama—Mrs. E. Lenz, and Mr. W. H. Hawley.

Per Prinz Sigismund, for Manila, New Guinea and Australia—Mrs. A. Torney, Mrs. H. Parker, Mrs. C. M. Avery, Lieut. and Mrs. E. L. Gruber, Dr. J. N. Forney, Messrs. Dorothy, M. Brent, Mr. and Mrs. W. P. Adams, Capt. F. D. J. Parker, Dr. and Mrs. Beat, Dr. Windland, Messrs. A. R. Isaac, Laurence, J. Adams, Killer, A. Kuenzle, W. Gemperle, H. Mackenzie, Wocke, W. Blair, Mrs. L. W. Taylor and child, Mr. and Mrs. W. H. Lambert, Mrs. Mackenzie, and Mr. and Mrs. Paul Ervitt.

Per Geyon, for Europe and ports of call—Mrs. C. B. Warnock, Misses E. Logan, Wood, Mrs. H. Parker, Mrs. G. M. Avery, Lieut. and Mrs. E. L. Gruber, Dr. J. N. Forney, Messrs. Dorothy, M. Brent, Mr. and Mrs. W. P. Adams, Capt. F. D. J. Parker, Dr. and Mrs. Beat, Dr. Windland, Messrs. A. R. Isaac, Laurence, J. Adams, Killer, A. Kuenzle, W. Gemperle, H. Mackenzie, Wocke, W. Blair, Mrs. L. W. Taylor and child, Mr. and Mrs. W. H. Lambert, Mrs. Mackenzie, and Mr. and Mrs. Paul Ervitt.

Per Arratoon, from Singapore—Moderate N.W. and N.E. monsoons from Singapore to Julia Shoal, with light wind and fine and clear weather to about 250 miles of Hongkong, then experienced strong N.E. monsoon and heavy seas.

Per Eastern, from Japan—Captain McArthur reports that the Eastern made a quick run of 3 days 21 hours from Moji to Hongkong, left Moji 6 p.m. on Wednesday Dec. 29 and arrived Hongkong 330 p.m. on Sunday afternoon. Rough seas and heavy N.E. gale Formosa Channel.

VESSELS IN PORT.

STAMMERS.
Apollo, Br. s.s. 2,433, H. V. Ray, 27th Dec., from Mauritius, Gen.—J. M. & Co.
Chingtung, Chi. s.s. 2,250, A. Augensen, 25th Dec., from Tientsin 21st Dec., Salt—Walton & Co.
Chiyo Maru, Jap. s.s. 1,326, W. W. Greene, 27th Dec., San Francisco 30th Nov., Honolulu 6th Dec., Yokohama 19th, Kobe 20th, Nagasaki 22nd, and Shanghai 24th, Gen.—T. K. K.
Clam, Br. s.s. 2,510, L. Bland, 11th Dec., Singapore 2nd Dec., Petroleum in bulk.—A. P. & Co.
Daiky Maru, Jap. s.s. 1,735, Kobayashi, 31st Dec., Wakamatsu 25th Dec., Coal—M. B. G. & Co.
Fausang, Br. s.s. 1,410, H. S. Malkin, 29th Dec., Hoboken 19th Dec., Sugar—J. M. & Co.
Hast Dollar, Br. s.s. 2,200, M. Ridley, 26th Dec., Moji 21st Dec., Coal—Order.
Hongkong, Fr. s.s. 730, A. Cornelissen, 31st Dec., Haiphong 27th Dec., Gen.—A. R. M.
Kaifuku Maru, Jap. s.s. 1,933, S. Suda, 17th Dec., Moji 11th Dec., Coal—B. & Co.
Kumsang, Br. s.s. 2,071, E. J. Buller, 29th Dec., Calcutta via Penang and Singapore 20th Dec., Gen.—J. M. & Co.
Laertes, Br. s.s. 1,340, H. C. D. Frampton, 29th Dec., Saigon 23rd Dec., Gen.—Chinese.
Mandarin Maru, Jap. s.s. 3,245, K. Shimizu, 7th Dec., Moji 2nd Dec., Coal—M. B. K.
Masang, Br. s.s. 1,344, G. S. Weigall, 24th Dec., Sandakan 17th Dec., Timber and Gen.—J. M. & Co.
Nanshan, Br. s.s. 1,197, A. Jones, 20th Dec., Saigon 23rd Dec., Rice—B. & Co.
Phuempun, Br. s.s. 1,065, J. H. Scott, 23rd Dec., Saigon 17th Dec., Rice and Gen.—Wo Fat Sing.
Tain Maru, Jap. s.s. 1,280, 28th Dec., Moji 23rd Dec., Coal—Chinese.
Taisan Maru, Jap. s.s. 1,994, I. Fukui, 17th Dec., Moji 11th Dec., Coal—M. B. K.
Tsun, Br. s.s. 1,345, A. W. Outerbridge, 31st Dec., Manila 25th Dec., Gen.—B. & S.
Tsun, Nor. s.s. 1,901, Jorgensen, 30th Dec., Bangkok via Swatow 19th Dec., Rice—K. Tye Lung.
Tsungtsan Maru, Jap. s.s. 2,560, U. Nagatani, 12th Dec., Moji 7th Dec., Coal—M. B. K.

Yatung, Br. s.s. 1,424, R. Houghton, 30th Dec., Canton 29th Dec., Gen.—J. M. & Co.
Yunnan, Fr. s.s. 4,213, Lerouge, 31st Dec., Singapore 23rd Dec., Gen.—M. M.

SAILING VESSELS.

Comet, Br. s.s. 2,500, W. J. Davis, 18th Nov., from New York, Petroleum—S. O. Co.
Jutsuoki, Br. s.s. 2,000, 25th Dec., F. Dowling, 14th Oct., Canton 15th Oct., Ballast—S. O. Co.
Lyndhurst, Br. s.s. 2,144, Parnell, 16th Oct., Canton 15th Oct., Ballast—S. O. Co.

Steamers Expected.				
Vessel	From	Agents	Due	
Asia	Shanghai	P. M. Co.	Jan. 4	
Nere	Singapore	H. M. L.	Jan. 4	
Brassila	Bangkok	H. M. L.	Jan. 4	
Emp. of China	Shanghai	H. M. L.	Jan. 4	
Tsampo Maru	Shanghai	H. M. L.	Jan. 4	
Coblenz	Shanghai	P. M. Co.	Jan. 5	
Devanah	Singapore	P. M. Co.	Jan. 6	
Isaba Maru	Singapore	N. Y. K.	Jan. 6	
P. E. Friedrich	Colombo	V. & Co.	Jan. 13	
Indos	Port Said	V. & Co.	Jan. 17	
Persia	Manzanillo	E. H. Fong	Jan. 24	
Knight St. Geo.	Astoria	P. & A. Co.	Jan. 29	

DOCK RETURNS.				
HONGKONG AND WHARF DOCK.				
H.M.F.M.S. Ralaha	at Kowloon Dock.			
Amelia	"			
Hilary	"			
Rio Lima	"			
Robt. Leaband	"			
Heungabun	"			
Aiscania	"			
Hsin Kong	"			

TAIKOO DOCK.				
Wuhu	at Quarry Bay Docks.			
Wenchow	"			
Kueichow	"			
Manchuria	"			
Kueichow	"			
Kueichow	"			
Oscar II	"			

CHINA COAST METEOROLOGICAL REGISTER.									
December 30th, 1909, a.m.									
	Bar.	Th.	Hum.	Wind	W.				
Indo-China	7.0	30.2	72	N	0	b			
Namur	6.0	30.5	—	—	—	—			
Hakodate	6.0	30.5	—	NW	2	—			
Tokio	6.0	30.5	—	SW	4	—			
Singapore	6.0	30.5	—	—	—	—			
Nagasaki	6.0	30.5	—	—	—	—			
Kagoshima	6.0	30.5	—	N	2	—			
Osaka	6.0	30.5	—	S	2	—			
Naha	6.0	30.5	—	—	—	—			
Ishigaki	6.0	30.5	—	W	4	—			
Bonin Is.	6.0	30.5	—	—	—	—			
Chefoo	6.0	30.5	—	—	—	—			
Weihaiwei	6.0	30.5	—	—	—	—			
Hankow	6.0	30.5	—	—	—	—			
Kiangsu	6.0	30.5	—	—	—	—			
Shanghai	6.0	30.5	—	—	—	—			
Gatun	6.0	30.5	—	—	—	—			
Sharp Peak	6.0	30.5	—	—	—	—			
Amoy	6.0	30.5	—	—	—	—			
Singapore	6.0	30.5	—	—	—	—			
Taipei	6.0	30.5	—	—	—	—			
Yokohama	6.0	30.5	—	—	—	—			
Manila	6.0	30.5	—	—	—	—			
Cebu	6.0	30.5	—	—	—	—			
London	6.0	30.5	—	—	—	—			

January 3rd, 1910, a.m.									
	Bar.	Th.	Hum.	Wind	W.				
Vladivostok	7.0	30.2	—	—	—	—			
Namur	6.0	30.5	—	W	8	—			
Hakodate	6.0	30.5	—	W	6	—			
Tokio	6.0	30.5	—	NW	6	—			
Kochi	6.0	30.5	—	SW	2	—			
Nagasaki	6.0	30.5	—	N	4	—			
Kagoshima	6.0	30.5	—	N	2	—			
Osaka	6.0	30.5	—	N	2	—			
Naha	6.0	30.5	—	E	4	—			
Ishigaki	6.0	30.5	—	N	4	—			
Bonin Is.	6.0	30.5	—	—	—	—			
Chefoo	6.0	30.5	—	—	—	—			
Weihaiwei	6.0	30.5	—	—	—	—			
Hankow	6.0	30.5	—	—	—	—			
Kiangsu	6.0	30.5	—	—	—	—			
Shanghai	6.0	30.5	—	—	—	—			
Gatun	6.0	30.5	—	—	—	—			
Sharp Peak	6.0	30.5	—	—	—	—			
Amoy	6.0	30.5	—	—	—	—			
Singapore	6.0	30.5	—	—	—	—			
Taipei	6.0	30.5	—	—	—	—			
Yokohama	6.0	30.5	—	—	—	—			
Manila	6.0	30.5	—	—	—	—			
Cebu	6.0	30.5	—	—	—	—			
London	6.0	30.5	—	—	—	—			

Barometer	30.27	30.18
Temperature	61	63
Humidity	49	48
Rainfall	—	—

Post Office.

Only fully prepaid letters and postcards are transmissible by the Siberian Route to Europe.

The Siberian Mail will in future be sent from Shanghai to Dalay via Chefoo if no steamer is available from Shanghai to Dalay direct.

A Mail will also for—

Swatow, Amoy and Foochow—Per *Hal-ching*, 4th Jan. 9 A.M.
Haiphong—Per *Hongkong*, 4th Jan. 10 A.M.
Chefoo, Chefoo and Chinkiang—Per *Chongking*, 4th Jan. 10 A.M.
Kobe, Kobe, India, via Tutuila—Per *Polytechnic*, 4th Jan. 11 A.M.
Manila—Per *Tsun*, 4th Jan. 3 P.M.
Shanghai—Per *Tsun*, 4th Jan. 3 P.M.
Saigon—Per *Tsun*, 4th Jan. 11 A.M.
Singapore—Per *Tsun*, 4th Jan. 11 A.M.
Kobe, Kobe, India, via Tutuila—Per *Polytechnic*, 4th Jan. 11 A.M.
Manila—Per *Tsun*, 4th Jan. 3 P.M.
Shanghai—Per *Tsun*, 4th Jan. 3 P.M.
Saigon—Per *Tsun*, 4th Jan. 11 A.M.
Singapore—Per *T*

SHARE QUOTATIONS.

Supplied by Messrs. B. S. KADOURIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	CLOSING QUOTATIONS
				RESERVE.	AT WORKING ACCOUNT.	
BANKS.						
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$1,500,000	\$2,007,819	Interim of £2 for account 1909 @ ex 1/9 = \$12.72
National Bank of China, Limited	99,925	7	6	\$4,000 \$10,000	\$30,552	\$2 (London 3/6) for 1909
MARINE INSURANCES.						
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$254,81 \$302,79 \$187,000	none	\$10 for 1908
North China Insurance Company, Limited	10,000	15	15	Tls. 25,000 Tls. 115,253 Tls. 16,185	Tls. 207,573	Final of 7/6 making 15/- for 1908
Union Insurance Society of Canton, Limited	12,400	\$350	\$100	\$1,000,000 \$22,148 \$105,240 \$682,500	\$2,454,921	Final of 17/- making 34/- for 1907 and interim of 5/- for 1908
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$1,000,000 \$294,405 \$199,264	\$7-7,637	\$12 and bonus \$3 for 1907
FIRE INSURANCES.						
China Fire Insurance Company, Limited	70,000	\$100	\$20	\$1,000,000 \$438,661 \$138,802	\$275,341	\$6 and bonus \$2 for 1907
Hongkong Fire Insurance Company, Limited	8,000	\$350	\$50	\$1,43,173	\$258,711	\$27 for 1907
SHIPPING.						
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,000	\$1,035	\$1 for 1906
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$20,000 \$100,800	NIL	24 for year ending 30.6.1908
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$20,000 \$617,500 \$19,267 \$22,645	\$21,179	Interim of \$12 for account 1909
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	45	45	\$1,000,000 \$40,000	\$13,755	6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3.154
Do. (Deferred)	60,000			\$40,000		Final of 2/- for 1908 and interim of 1/- for 1909
"Shell" Transport and Trading Company, Limited	2,000,000	1	1	\$700,000 \$65,000	\$26,837	\$1.00 for year ending 10.4.1909
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$48,000	\$3,121	\$5.50 for year ending 10.4.1909
REFINERIES.						
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$350,000 \$56,848	Dr. \$5,858	\$5 for year ending 31.12.08
Luxon Sugar Refining Company, Limited	7,000	\$1	\$100	none	Dr. \$13,804	\$3 for 1907
Perak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	Tls. 100,000	Tls. 6 02	Tls. 10 for year ending 31.3.09
MINING.						
Chinese Engineering and Mining Company, Ltd.	1,000,000	1	1	\$175,000	Dr. 48	Final of 1/6 making 3/- for 1909
Raub Australian Gold Mining Company, Limited	150,000	1	18/10	\$18,281	Dr. 1,191	No. 12 of 1/- = 48 cents
DOCKS, WHARVES & GODOWNS.						
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$18,000	Dr. \$7,421	\$1.75 for year ending 31.12.08
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	\$150,000 \$25,806 \$40,000	\$20,108	None
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$5	\$50	\$22,000	\$345,162	Interim of \$14 for account 1909
Shanghai Dock and Engineering Co., Ltd.	\$5700	Tls. 100	Tls. 100	Tls. 100,000 Tls. 67,157 Tls. 50,000 Tls. 115,000	Tls. 6,261	Final of Tls. 24 for year ending 30.4.09
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 10	Tls. 100	Tls. 115,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908
LANDS, HOTELS & BUILDINGS.						
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 35,000	Tls. 4,134	Tls. 6 for year ending 30.6.09
Central Stores, Limited	50,123	\$15	\$15	\$1,000 \$1,000	\$24,611	\$1.20 on old and 60 cents on first new issue
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$60,000 \$64,971	\$19,272	Interim of \$2.40 on old and 40 cents on new shares for account 1909
Hongkong Land Investment and Agency Co., Ltd.	8,000	\$1	\$1	\$1,000 \$1,000	\$26,475	Interim of 3/- for account 1909
Humphreys Estate & Finance Company, Limited	150,000	\$1	\$10	\$22,171	\$5,486	60 cents for 1908
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	\$1,101	\$278	\$14 for 1908
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,151,045	Tls. 12,404	Interim of Tls. 3 for account 1909
West Point Building Company, Limited	12,500	\$50	\$50	Tls. 100,000	11,968	Interim of 12 for account 1909
COTTON MILLS.						
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 5	Tls. 20,000	13,991	Tls. 11 for year ending 31.10.09
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$12	Tls. 40,098	\$9,553	50 cents for year ending 31.7.08
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,372	Tls. 74 for year ending 30.9.08
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 4,820	Tls. 4 for 1908
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 1,171	Tls. 15,911	Tls. 53 for 1906
MISCELLANEOUS.						
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,500	4 48	15 % per share for 1908
China-Borneo Company, Limited	50,000	\$12	\$12	\$40,000	NIL	\$2.20 for 1908
China Light and Power Company, Limited	10,000	\$10	\$10	\$1,000	\$61,138	50 cents for year ended 28.2.08
Do. special shares	10,000	\$1	\$1	none	\$1,000	80 cents for 1908
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$1	none	\$1,000	\$1.70 for year ending 31.7.09
Dairy Farm Company, Limited	40,000	\$7 1/2	\$5	\$1,000	\$1,000	Interim of 35 cents for account 1909
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,000	\$1,000	8 cents for year ending 31.12.08
H. Price & Company, Limited	12,000	\$10	\$10	\$1,000	\$1,000	\$1.40 bonus 20 cts. for year ending 29.3.09
Hongkong Electric Company, Limited	60,000	\$10	\$1	none	\$5195	Interim of \$1 for account 1909
Hongkong Ice Company, Limited	5,000	\$25	\$25	none	\$7615	Interim of \$1 for account 1909
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$10,000	\$3790	Final of Tls. 124 and bonus of Tls. 74 for 1909
Maatschappij tot Mijn- Bosch- en Landbouw exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500	Tls. 316,682	\$1 paid on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09
Peak Tramways Company, Limited	25,000	\$10	\$10	\$10,000	5,204	None
Peak Tramways Company (new)	50,000	\$10	\$1	none	Pa. 18,640	Final Tls. 5 making Tls. 8 for 1908
Philippine Company, Limited	75,000	\$10	\$20	none	Dr. \$56,602	None
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 14,810 Tls. 7,000	Tls. 5,250	40 cents for year ending 31.5.09
South China Morning Post, Limited	6,000	\$25	\$25	none	\$63	60 cents for year ending 31.12.08
Steam Laundry Company, Limited	20,000	\$25	\$5	none	\$172	60 cents per ord. share for year ending 31.5.09
Union Waterboat Company, Limited	50,000	\$10	\$10	none	\$342	Final of 30 cts. for 1908
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	none	\$2,613	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906
Watson (A.S.) & Co., Limited	90,000	\$10	\$1	\$46,000	\$782	Interim of 12 1/2 % for account 1909
William Powell, Limited	15,000	\$7	\$7	\$300,000 \$5,000	none	20 % interim for 1909
RUBBERS.						
Anglo-Malay Rubber Company, Limited (fully paid)	1,500,000	2/-	2/-	none	none	20 % for 1909
Balgownie Rubber Estate, Limited	20,000	\$1	\$10	none	\$11,005	None
Castlefield Rubber Estate, Limited	32,553	1/-	1/-	none	\$2,210	None
Damansara (Selangor) Rubber Co.	110,000	1/-	1/-	none	none	7 1/2 % interim for 1909
Golconda Malay Rubber Co.	80,000	1/-	1/-	none	none	None
Highland & Lowland Para Rubber Co. (fully paid)	181,454	1/-	1/-	none	none	None
Do. (contributory)	123,544	1/-	1/-	none	none	None
Kamuning (Perak) Rubber Tin & Co.	950,000	2/-	1/-	none	none	None
Do. B shares	100,000	1/-	1/-	none	none	None
Kuala Lumpur Rubber Co., Limited	105,000	1/-	1/-	none	none	None
Linggi Plantations, Limited (ordinary)	180,000	1/-	1/-	none	none	None
Do. (7% pref.)	900,000	1/-	1/-	none	1,800	None
Ragalla Rubber Company, Limited (ordinary)	22,500	1/-	1/-	none	none	None
Do. (8% pref.)	25,000	1/-	1/-	none	none	None
Lebury Rubber Estates, Limited	40,000	1/-	1/-	none	36,722	None
Do. (contributory)	40,000	1/-	1/-	none	none	None
Sagga Rubber Company, Limited	20,000	1/-	1/-	none	none	None
Sandycroft Rubber Company	1,000	1/-	1/-	none	none	None
Sekong Rubber Company, Limited	80,000	1/-	1/-	none	\$1,775	Interim of 60 % for 1909
Shelford Rubber Estate Limited	65,000	1/-	1/-	none	none	None
Singapore & Malacca Rubber Company, Limited	25,000	1/-	1/-	none	none	None
Sungei Choh Rubber Estate Company, Limited	45,000	1/-	1/-	none	none	None
Sungei Kagar Rubber Company	110,000	1/-	1/-	none	none	None

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Intimations

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By Order, THE MANAGER.

Hongkong Telegraph Co., Ltd.

Hongkong, 1st August, 1909.